TERMINAL SUPERINTENDENT

R. A. WARDLE	Sacramento

TRAINMASTERS

E. C. WATSON	Sacramento
Z. T. ADAMS	Sacramento
T. E. BILLINGSLY	Roseville
R. B. GIBSON	Roseville

ASSISTANT TRAINMASTER

W. F. CURRIER	Truckee

ASSISTANT TRAINMASTER— DIVISION EXAMINER

G. F. RUPERT	Sacramento

ROAD FOREMEN OF ENGINES

W. M. BRENNAN	Roseville
F. A. DENNEY, JR.	Roseville

ASST. ROAD FOREMAN OF ENGINES

H. E. PECK	Sacramento

CHIEF TRAIN DISPATCHER

A. J. LEBOURVEAU	Sacramento

T. F. CUSTER
Assistant Superintendent, Sacramento

SOUTHERN PACIFIC COMPANY

SACRAMENTO DIVISION TIMETABLE

172

EFFECTIVE SUNDAY, OCTOBER 19, 1947
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYES ONLY

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

F. E. KALBAUGH,
Superintendent of Transportation.

M. L. JENNINGS,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Sacramento	Dr. W. W. Cress	Division Surgeon
Sacramento	Dr. A. F. Wallace	Division Surgeon
Sacramento	Dr. Manuel L. Azevedo	District Physician and Surgeon
Sacramento	Dr. W. N. Becker	District Physician and Surgeon
Sacramento	Dr. R. P. Jones	District Physician and Surgeon
Sacramento	Dr. J. Roy Jones	Oculist and Aurist
Roseville	Dr. L. E. Jones	District Physician and Surgeon
Roseville	Dr. J. F. McAnnally	Asst. Dist. Physician and Surgeon
Loomis	Dr. F. D. Barnes	District Physician and Surgeon
Newcastle	Dr. L. B. Barnes	District Physician and Surgeon
Auburn	Dr. J. A. Russell	District Physician and Surgeon
Colfax	Dr. F. Lynn Smith	District Physician and Surgeon
Colfax	Dr. I. R. Kilgore	Asst. Dist. Physician and Surgeon
Truckee	Dr. J. H. Bernard	District Physician and Surgeon
Reno	Dr. Rodney E. Wyman	Division Surgeon
Reno	Dr. M. B. Woodward	District Physician and Surgeon
Reno	Dr. John A. Fuller	Oculist and Aurist
Lincoln	Dr. N. A. Nubin	District Physician and Surgeon
Marysville	Dr. P. B. Hoffman	District Physician and Surgeon
Marysville	Dr. John A. Duncan	Asst. Dist. Physician and Surgeon
Marysville	Dr. R. A. Montano	Oculist and Aurist
Live Oak	Dr. I. W. Higgins	District Physician and Surgeon
Biggs	Dr. A. R. M. Sears	District Physician and Surgeon
Chico	Dr. Harold Newman	District Physician and Surgeon
Chico	Dr. D. H. Moulton	District Physician and Surgeon
Stirling City	Dr. Fred D. Baty	District Physician and Surgeon
Los Molinos	Dr. James L. Faulkner	District Physician and Surgeon
Gerber	Dr. R. G. Frey	District Physician and Surgeon
Davis	Dr. Thomas E. Cooper	Emergency Surgeon
Davis	Dr. Leo A. Cronan	Emergency Surgeon
Woodland	Dr. O. C. Railsback	District Physician and Surgeon
Arbuckle	Dr. H. S. Powis	District Physician and Surgeon
Williams	Dr. Charles F. Keith	District Physician and Surgeon
Colusa	Dr. John W. Scott	District Physician and Surgeon
Willows	Dr. Fred M. Lawson	District Physician and Surgeon
Orland	Dr. S. E. Coffey	District Physician and Surgeon
Oroville	Dr. J. E. Patrick	Emergency Surgeon
Fair Oaks	Dr. G. M. Kennedy	Emergency Surgeon
Placerville	Dr. W. A. Reckers	District Physician and Surgeon
Hamilton	Dr. Mary E. Poket	Emergency Surgeon
Yuba City	Dr. N. M. Loomis	District Physician and Surgeon
Yuba City	Dr. B. L. Miller	Asst. Dist. Physician and Surgeon
Walnut Grove	Dr. V. W. Pallesen	District Physician and Surgeon
Isleton	Dr. Godfrey Steinert	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

GENERAL	SAN FRANCISCO
EMERGENCY	SACRAMENTO
EMERGENCY	ROSEVILLE
EMERGENCY	GERBER
EMERGENCY	SPARKS

WATCH INSPECTORS

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.

Sacramento	H. T. Harger, 1026 K St.
Roseville	W. F. Sugden
Colfax	H. O. Grenier
Sparks	W. R. Adams & Son
Placerville	Wm. J. Randolph
Woodland	O. D. Payne
Willows	Robt. E. Boyd
Orland	L. Schnell
Oroville	M. C. Tieck
Marysville	John J. Fargo, 317 D St.
Chico	J. R. Dupen

SACRAMENTO SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS 442 C. C. M.			FIRST CLASS 22 Mail	24 Gold Coast	102 Streamliner City of San Francisco	28 San Francisco Overland	202 Passenger	26 Passenger	Mile Post Location		Timetable No. 172 October 19, 1947 STATIONS		Distance from Sacramento
	Lv. Daily Ex. Sat. Sun. Mon.			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Sacramento yard BKWOTIP	AM 1.00			PM 11.10	PM 10.40	PM 7.18	PM 1.40	AM 10.05	AM 12.30	89.0 88.9	Automatic Block System	TO-R **SACRAMENTO**	Double Track	0.0
BKWOTP										89.8		0.9 TO-R **SACRAMENTO** (12th St.)		0.9
M 87 IYP										91.8		2.0 **ELVAS**		2.9
BKP				11.23	10.53	7.30	1.52	10.18	12.44	94.9		3.1 **BENALI**		6.0
Roseville yard BKP				11.34	11.04	7.37	2.00	10.29	12.55	102.8		7.9 TO-R **ANTELOPE**		13.9
BKWOTYP	1.40 AM			s 11.45 PM	s 11.15 PM	7.44 PM	s 2.09 PM	s 10.40 AM	s 1.10 AM	106.6		3.8 TO-R **ROSEVILLE**		17.7
	Ar. Daily Ex. Sat. Sun. Mon.			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.7)		
	(0.40) 26.55			(0.35) 30.34	(0.35) 30.34	(0.26) 40.85	(0.29) 36.62	(0.35) 30.34	(0.40) 26.55			............Time over Subdivision............ ....Average Speed per Hour..........		

RULES 86, 87 and 93. Second-class trains, extra trains and engines must clear the time of No. 102 not less than 15 minutes, except where Rule D-251 applies.

EASTWARD			WESTWARD		
Capacity of sidings	THIRD CLASS 518 Local Freight	Mile Post Location	Timetable No. 172 October 19, 1947 Placerville Branch STATIONS	Distance from Placerville	THIRD CLASS 519 Local Freight
	Leave Daily Ex. Sunday				Arrive Daily Ex. Monday
Sacramento yard WIP	AM 5.50	94.7	R **BRIGHTON**	54.0	AM 11.50
23	5.55	95.9	1.2 **PERKINS**	52.8	11.40
9	6.05	98.9	3.0 **MAYHEW**	49.8	11.25
23 YP	6.20	101.6	2.7 **MILLS**	47.1	11.15
Yard Limits 28 P	6.50	104.4	2.8 R **CITRUS**	44.3	11.00
9	7.33	110.1	5.7 **NATOMA**	38.6	10.00
Yard Limits Y	8.40	111.1	1.0 R **FOLSOM JCT.**	37.6	9.55
6 P	**9.10**	118.0	6.9 **WHITE ROCK**	30.7	**9.10**
11 P	AM 9.50	126.1	8.1 **LATROBE**	22.6	8.35
25	PM 12.01	142.7	16.6 **EL DORADO**	6.0	7.20
18 P	12.30	145.0	2.3 TO **DIAMOND SPRINGS**	3.7	7.00
Yard Limits BKWTP	1.00 PM	148.7	3.7 TO-R **PLACERVILLE**	0.0	6.30 AM
	Arrive Daily Ex. Sunday		(54.0)		Leave Daily Ex. Monday
	(7.10) 7.53		............Time over District............ ....Average Speed per Hour.........		(5.20) 10.12

Capacity of sidings		EAST-WARD ↓ Distance from Fair Oaks	Timetable No. 172 October 19, 1947 Placerville Branch STATIONS	WEST-WARD ↑ Mile Post Location
Yd. Lmts. 28	P	104.4	**CITRUS**	1.9
15	P	106.3	1.9 TO-R **FAIR OAKS**	0.0
			(1.9)	

Capacity of sidings		EAST-WARD ↓ Mile Post Location	Timetable No. 172 October 19, 1947 Placerville Branch STATIONS	WEST-WARD ↑ Distance from Folsom
Yd. Lmts.	Y	111.1	R **FOLSOM JCT.**	0.7
22	WP	111.8	0.7 TO-R **FOLSOM**	0.0
			(0.7)	

SACRAMENTO SUBDIVISION

WESTWARD

Mile Post Location		Timetable No. 172 October 19, 1947	Distance from Roseville	FIRST CLASS 21 Mail	 23 Gold Coast	 25 Passenger	 101 Streamliner City of San Francisco	 27 San Francisco Overland	 201 Passenger
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
89.0 88.9	Automatic Block System Double Track	TO-R **SACRAMENTO** 0.9	17.7	AM s 1.50	AM s 5.05	AM s 6.20	AM s 6.55	PM s 4.10	PM s 6.50
89.8		TO-R **SACRAMENTO** (12th St.) 2.0	16.8						
91.8		**ELVAS** 3.1	14.8						
94.9		**BENALI** 7.9	11.7	1.30	4.47	6.02	6.39	3.55	6.32
102.8		TO-R **ANTELOPE** 3.8	3.8	1.20	4.39	5.54	6.34	3.48	6.24
106.6		TO-R **ROSEVILLE**	0.0	1.10 AM	4.30 AM	5.45 AM	6.25 AM	3.39 PM	6.15 PM
		(17.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Time over District Average Speed per Hour		(0.40) 26.55	(0.35) 30.34	(0.35) 30.34	(0.30) 35.40	(0.31) 34.25	(0.35) 30.34

RULES 86, 87 and 93. Extra trains and engines must clear the time of No. 101 not less than 15 minutes, except where Rule D-251 applies.

No. 201 stop on flag at Swanston.

OUTBOUND, VIA ELVAS TO BRIGHTON (see note)

Capacity of sidings		THIRD CLASS 518 Local Freight	FIRST CLASS 60 West Coast	 54 Sacramento Daylight	Mile Post Location
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
Sacramento yard	BKWOITP		PM 7.45	AM 8.35	89.0
	BKWOTP	AM 5.30			89.8
M 87	IYP	5.40	7.58	8.45	91.8 136.2
128	WIP	5.50 AM	8.05 PM	8.50 AM	133.2
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	

INBOUND, VIA ELVAS FROM BRIGHTON (see note)

	Timetable No. 172 October 19, 1947	Distance from Brighton	FIRST CLASS 59 West Coast	 53 Sacramento Daylight	THIRD CLASS 519 Local Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday
A.B.S. Double Track	TO-R **SACRAMENTO** 0.9	5.9	AM s 8.30	PM s 7.30	
	TO-R **SACRAMENTO** (12th St.) 2.0	5.0			PM 12.15
	ELVAS 3.0	3.0	8.20	7.20	12.01 PM
	BRIGHTON	0.0	8.15 AM	7.15 PM	11.50 AM
	(5.9)		Leave Daily	Leave Daily	Leave Daily Ex. Monday

Note—Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento, Westward. Trains moving from Sacramento to Elvas are Eastward, and Elvas to Brighton, Westward.

Capacity of sidings	EAST-WARD ↓ Mile Post Location		Timetable No. 172 October 19, 1947 Walnut Grove Branch **STATIONS**	WEST-WARD ↑ Distance from Isleton
Sacramento yard BKWOITP	89.0 88.7	TO-R	**SACRAMENTO** 5.5	33.2
52	94.2		**DEL RIO** 3.3	27.7
31	97.5		**FREEPORT** 7.1	24.4
58	104.6		**HOOD JCT.** 3.3	17.3
	107.9		**LAMBERT** 5.5	14.0
Yard Limits 53 WYP	113.4	TO	**WALNUT GROVE** 8.5	8.5
Yard Limits YP	121.9	TO	**ISLETON**	0.0
			(33.2)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Sacramento-Roseville line		
Swanston........(Spur)	93.5	..
Planehaven..........	97.5	..
Walerga..........	99.4	..
Brighton-Sacramento line		
Hopfen..........(Spur)	134.6	20
Placerville Branch		
Ramona..............	95.5	..
Brown..............	97.0	..
Manlove..............	97.5	5
Alden..............	98.0	..
Boyd..............	100.3	..
Routier..............	100.7	..
Mather..............	103.4	6
Soudan..............	103.7	..
Salsbury..............	105.2	..
Nimbus..............	107.4	..
Alder Creek..........	108.3	..

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Nagle..............	111.3	..
Flonellis..............	127.6	..
Swift..............	127.8	..
Brela..............	128.1	..
Brandon..............	129.8	..
Shrub..........(Spur)	130.3	3
Dugan..............	131.4	3
Bullard..............	131.7	..
Bennett..............	134.0	..
Shingle Springs........	136.9	W
Apex..............	147.7	..
Walnut Grove Branch		
Baths..............	91.8	..
Pocket..............	96.4	..
Mosher..............	100.9	..
Acacia..............	102.6	..
Rosebud..............	103.3	..
Hood (on spur from Hood Jct.)........	105.3	..
Mofuba..............	111.2	..
Locke..............	112.6	..

MOUNTAIN SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS	FIRST CLASS					Mile Post Location	Timetable No. 172 October 19, 1947	Distance from Roseville
	606 Mixed	22 Mail	24 Gold Coast	102 Streamliner City of San Francisco	28 San Francisco Overland	26 Passenger			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
Roseville yard BKWOTYP		PM 11.55	PM 11.25	PM 7.44	PM 2.17	AM 1.25	106.6	TO-R **ROSEVILLE**	0.0
P							110.6	4.0 **ROCKLIN**	4.0
Yard Limits E 85 WP		AM 12.22	PM 11.52	8.05	2.39	1.55	120.2	9.6 TO **NEWCASTLE**	13.6
E 76 WP		12.30	AM s 12.01	8.11	2.45	s 2.10	124.2	4.0 **AUBURN, NEVADA ST.**	17.6
E 98 P		12.38	12.10	8.18	2.53	2.20	129.1	4.9 **BOWMAN**	22.5
E 73 W		12.46	12.19	8.25	3.01	2.28	134.3	5.2 **EAST APPLEGATE**	27.7
Yard Limits E 83 BKWOYP		s 1.10	s 12.45	8.40	s 3.17	2.40 s 3.10	141.7	7.4 TO-R **COLFAX**	35.1
P							146.1 146.0	4.4 **CAPE HORN**	39.5
E 102 WYP		1.37	1.12	9.03	3.41	3.40	152.2	6.2 **GOLD RUN**	45.7
WP							156.8	4.6 **TOWLE**	50.3
M 98 P		1.59	1.33	9.20	3.59	4.05	160.7	3.9 **MIDAS**	54.2
E 96 WP		2.11	1.45	9.32	4.08	4.17	164.8	4.1 **KNAPP**	58.3
Yard Limits M 99 WITP		2.35	2.08	9.46	4.26	4.40	170.7 171.8	5.9 TO **EMIGRANT GAP**	64.2
E 86 WP		2.51	2.22	9.59	4.39	5.00	177.9	6.1 **CRYSTAL LAKE**	70.3
P						5.07	180.3	2.4 **CISCO**	72.7
M 65 WP		3.10	2.40	10.15	4.55	5.20	185.5	5.2 **TROY**	77.9
E 116 BKWITP		3.26	f 2.55	10.28	5.08	s 5.40	192.0	6.5 TO **NORDEN**	84.4
							195.8 197.2	3.8 **EDER**	88.2
WP		3.46	3.14	10.47	5.28	6.00	202.9	5.7 **STANFORD**	93.9
Yard Limits E 102 BKWOYP		s 4.00	f 3.30	10.58	s 5.40	6.15 s 6.30	208.0	5.1 TO-R **TRUCKEE**	99.0
M 101 P		4.16	3.46	11.12	5.56	6.50	218.1	10.1 **HINTON**	109.1
P							222.4	4.3 **FLORISTON**	113.4
M 106 P		4.39	4.09	11.32	6.18	7.14	232.4	10.0 **VERDI**	123.4
Sparks yard P	PM 7.00	s 5.15	s 4.45	PM s 11.52	s 6.40	s 8.00	242.9	10.5 **RENO**	133.9
	f 7.05					s 8.10	245.5	2.6 **SPARKS (Psgr. Sta.)**	136.5
BKWOTYP	s 7.15 PM	s 5.25 AM	s 4.55 AM	s 12.01 AM	s 6.49 PM	s 8.15 AM	246.2	0.7 TO-R **SPARKS**	137.2
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(137.2)	
	(0.15) 13.20	(5.30) 24.95	(5.30) 24.95	(4.17) 32.03	(4.32) 30.26	(6.50) 20.08		..............Time over District.............. ....Average Speed per Hour........	

Automatic Block System

Automatic Train Control

Automatic Block System

No. 2 Track

RULES 86, 87 and 93. Inferior first-class trains must clear the time of No. 102 not less than 10 minutes, and second-class trains, extra trains and engines must clear the time of No. 102 not less than 15 minutes, except where Rule D-251 applies.

No. 606 may run ahead of first-class trains from Reno.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
26	Any Station....................	Any Station....	Any Station.........	Daily

No. 26 exchange mail by locker at Gold Run, Emigrant Gap, Soda Springs, and stop at Floriston and Verdi for exchange of mail daily except Sundays and holidays.

No. 26 stop on flag at Midas, Blue Canon, Emigrant Gap, Crystal Lake, Cisco, Troy, Eder, and Andover to receive or discharge employes.

ADDITIONAL STATIONS
No. 1 Track

NAME	Mile Post	Capacity
Lawton..................	237.1	..
Mogul..................	235.7	..
Calvada................	228.4	..
Mystic..................	225.4	..
Wickes..................	221.9	..
Andover Crossover....	201.3	..
Andover................	200.6	..
Eder Crossover.........	197.7	..
Summit.................	193.0	..
Soda Springs...........	190.7	..
Smart..................	173.3	..
Blue Canon.............	166.0	..
American...............	160.0	..
Alta....................	156.4	..
Dutch Flat.............	154.5	..
Magra..................	148.9	..
New England Mills....	137.1	..
West Applegate.......	133.9	..
Clipper Gap...........	130.9	..

ADDITIONAL STATIONS
No. 2 Track

NAME	Mile Post	Capacity
Penryn, Lincoln Ave...	115.5	..
Clipper Gap...........	131.4	..
New England Mills....	137.6	..
Magra..................	148.5	..
Dutch Flat.............	154.1	..
Alta....................	156.0	..
American...............	159.6	..
Blue Canon.............	166.6	..
Smart..................	173.3	..
Yuba Pass..............	176.1	..
Soda Springs..........	190.6	..
Eder Crossover........	197.7	..
Andover...............	200.6	..
Andover Crossover....	201.3	..
Boca...................	216.3	..
Wickes.................	221.5	..
Mystic.................	225.5	..
Calvada...............	228.5	..
Mogul.................	235.8	..
Lawton................	237.1	..

MOUNTAIN SUBDIVISION

WESTWARD

Timetable No. 172
October 19, 1947

Capacity of sidings	Mile Post Location			STATIONS		Distance from Sparks	FIRST CLASS							SECOND CLASS	
							25 Passenger Arrive Daily	101 Streamliner City of San Francisco Arrive Daily	27 San Francisco Overland Arrive Daily	21 Mail Arrive Daily	23 Gold Coast Arrive Daily			605 Mixed Arrive Daily Ex. Sunday	
Roseville yard BKWOTYP	106.6	Automatic Block System	TO-R	**ROSEVILLE** 4.0	No. 1 Track	138.7	AM s 5.35	AM 6.25	PM s 3.31	AM s 1.00	AM s 4.20				
P	110.6			**ROCKLIN** 3.3		134.7	5.25			12.55	4.08				
W 126 P	113.9		TO	**LOOMIS** 2.7		131.4	5.20	6.16	3.19	12.45	4.03				
W 45 P	116.6			**PENRYN** 3.0		128.7									
Yard Limits W 65 WP	119.6		TO	**NEWCASTLE** 4.9		125.7	5.08	6.05	3.07	12.33	3.48				
W 135 P	124.5		TO	**AUBURN** 3.9		120.8	s 4.58	5.55	2.57	12.23	s 3.38				
W 85 P	128.4			**BOWMAN** 13.7		116.9	4.43	5.47	2.49	12.15 AM	3.23				
Yard Limits W 103 BKWOYP	142.1		TO-R	**COLFAX** 4.3		103.2	s 4.15	5.20	2.21	s 11.46 PM	s 2.55				
P	146.4			**CAPE HORN** 6.2		98.9	3.55	5.12	2.12	11.32	2.40				
W 94 WYP	152.6			**GOLD RUN** 4.6		92.7	3.41	4.59	1.59	11.19	2.26				
WP	157.2	Automatic Train Control		**TOWLE** 3.9		88.1									
M 98 P	161.1			**MIDAS** 4.1		84.2	3.22	4.42	1.42	11.01	2.02				
WP	165.2			**KNAPP** 6.0		80.1	3.11	4.34	1.34	10.52	1.51				
Yard Limits M 95 WITP	171.2 171.8		TO	**EMIGRANT GAP** 4.3		74.1	2.57	4.22	1.22	10.40	1.37				
W 74 P	176.1			**YUBA PASS** 1.8		69.8	2.47	4.14	1.14	10.32	1.26				
WP	177.9			**CRYSTAL LAKE** 2.4		68.0	2.43	4.10	1.10	10.28	1.22				
P	180.3			**CISCO** 5.3		65.6									
M 59 WP W 71	185.6			**TROY** 6.5		60.3	2.28	3.55	12.55	10.13	1.06				
W 124 BKWITP	192.1		TO	**NORDEN** 4.0		53.8	s 2.14	3.42	12.42	10.00	12.51				
W 85 P	196.1			**DONNER** 1.1		49.8	2.01	3.34	12.33	9.50	12.30				
	197.2			**EDER** 5.7		48.7									
WP	202.9			**STANFORD** 5.1		43.0									
Yard Limits W 126 WOYP	208.0	Automatic Block System	TO-R	**TRUCKEE** 8.2		37.9	s 1.35	3.15	s 12.09 PM	s 9.25	s 12.01 AM				
P	216.2 216.3			**BOCA** 1.8		29.7	1.12			9.07	11.36 PM				
M 101 P	218.1			**HINTON** 4.3		27.9	1.08	3.01	11.49 AM	9.03	11.32				
WP	222.4			**FLORISTON** 9.9		23.6									
M 106 P	232.3			**VERDI** 10.4		13.7	12.44	2.43	11.27	8.41	11.08				
Sparks yard P	242.7 242.9			**RENO** 2.6		3.3	s 12.26	s 2.27	s 11.11	s 8.25	s 10.50			PM s 7.50	
	245.5			**SPARKS (Psgr. Sta.)** 0.7		0.7	s 12.06							f 7.40	
BKWOTYP	246.2		TO-R	**SPARKS**		0.0	12.01 AM	2.18 AM	11.01 AM	8.00 PM	10.25 PM			7.35 PM	
				(138.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday	
				Time over District Average Speed per Hour			(5.34) 24.91	(4.07) 33.69	(4.30) 30.82	(5.00) 27.74	(5.55) 23.44			(0.15) 13.20	

RULES 86, 87 and 93. Inferior first-class trains must clear the time of No. 101 not less than 10 minutes, and second-class, extra trains and engines must clear the time of No. 101 not less than 15 minutes, except where Rule D-251 applies.

No. 605 may run ahead of first-class trains from Sparks.

RULE 5. Schedule time and train-order time apply as follows:
At Troy, at middle siding.
At Newcastle, at east crossover switch. Westward trains must stop east of east crossover switch unless authorized by train-order signal to proceed.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
23	Any Station		Ogden	Daily
25	Any Station	Any Station	Any Station	Daily

No. 25 stop on flag at Andover, Eder, Troy, Cisco, Crystal Lake, Emigrant Gap, Blue Canon and Midas to receive or discharge employes.

EAST VALLEY SUBDIVISION

EASTWARD		THIRD CLASS			FIRST CLASS		Timetable No. 172 October 19, 1947			WESTWARD FIRST CLASS
Capacity of sidings		498 Freight	496 Freight	494 Freight	202 Passenger	Mile Post Location			Distance from Tehama	201 Passenger
		Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily
Roseville yard	BKWOTYP	PM 1.35	AM 8.05	AM 12.05	AM 10.43	106.6	TO-R	ROSEVILLE D.T.	105.1	PM s 6.09
100	P	1.50	8.20	12.20	10.52	112.8		6.2 WHITNEY	98.9	6.01
120	WP	1.58	8.28	12.28	s 10.58	117.0	TO	4.2 LINCOLN	94.7	s 5.55
96	P	2.07	8.37	12.37	11.07	122.1		5.1 BROCK	89.6	5.43
					11.11	124.8		2.7 SHERIDAN	86.9	5.39
124	WP	2.18	8.48	12.48	s 11.16	128.1	TO	3.3 WHEATLAND	83.6	f 5.34
28	YP	2.24	8.54	12.54	11.20	131.2		3.1 ERLE	80.5	5.27
91	P	2.28	8.59	12.59	11.24	134.2		3.0 OSTROM	77.5	5.24
Yd. Lmts.						139.8		5.6 DANTONI JCT.	71.9	
112	BKWOIYP	2.41	9.12	1.12	s 11.44	140.8	TO-R	1.0 MARYSVILLE	70.9	s 5.16
	IP					141.8		1.0 BINNEY JCT.	69.9	
100	WP	2.51	9.22	1.22	AM 11.51	144.7		2.9 BERG	67.0	4.53
36		2.57	9.28	1.28		147.7		3.0 LOMO	64.0	4.49
105	IP	3.04	9.35	1.35	PM s 12.01	151.5	TO	3.8 LIVE OAK	60.2	s 4.44
104	P	3.16	9.47	1.47	s 12.09	158.0	TO	6.5 GRIDLEY	53.7	s 4.34
43	WP	3.22	9.53	1.53	s 12.19	161.4	TO	3.4 BIGGS	50.3	s 4.22
107	P	3.32	10.04	2.04	s 12.30	167.4		6.0 RICHVALE	44.3	s 4.11
91	P	3.39	10.11	2.11	12.35	171.5		4.1 NELSON	40.2	f 4.03
88	P	3.52	10.23	2.23	f 12.44	178.1	TO	6.6 DURHAM	33.6	f 3.52
Yard Limits 159	BKWOYP	4.02	10.34	2.34	s 1.06	184.2	TO-R	6.1 CHICO	27.5	s 3.41
100	P	4.19	10.51	2.51	1.19	193.6		9.4 ANITA	18.1	3.18
133	WP	4.34	11.07	3.07	f 1.33	203.0		9.4 VINA	8.7	f 3.05
41	P	4.46	11.19	3.19	f 1.45	209.7	TO	6.7 LOS MOLINOS	2.0	f 2.55
	P	4.50 PM	11.25 AM	3.25 AM	1.55 PM	211.7		2.0 TEHAMA	0.0	2.50 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(105.1)		Leave Daily
		(3.15) 32.34	(3.20) 31.53	(3.20) 31.53	(3.12) 33.72			Time over District Average Speed per Hour		(3.19) 31.69

Automatic Block System (Roseville to Tehama)

Double track on Tehama line at Roseville extends to MP 106.88. Eastward track begins at initial switch in No. 2 track, 38 feet east of Lincoln St. Westward track ends at switch to west drill track, at west line of Lincoln St

No. 201 stop at Sheridan when necessary for U. S. Mail or newspapers.

No. 202 stop daily except Sunday and holidays at Tehama for U. S. Mail.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Clayton	118.4	..
Ewing	121.0	..
Jester	126.0	..
Rupert (Spur)	138.9	..
Sullivan	146.4	..
Sunset	149.8	..
Fagan	155.9	..
Riceton	164.1	..
Faulkner	181.9	..
Gimbal	189.1	..
Nord	191.3	..
Cana	196.0	..
Second St., Tehama	211.1	..

EAST VALLEY SUBDIVISION

EASTWARD **WESTWARD**

Capacity of sidings		SECOND CLASS 526 Local Freight Leave Daily Ex. Sunday	Mile Post Location		Timetable No. 172 October 19, 1947 Stirling City Branch STATIONS	Distance from Stirling City	THIRD CLASS 527 Local Freight Arrive Daily Ex. Sunday
Yard Limits	BKWOYP	AM 10.00	184.2	TO-R	**CHICO**	31.2	PM 4.40
			186.6		2.4 **SNRy Crossing**	28.8	
16	P	11.05	198.2		11.6 **PARADISE**	17.2	3.30
8		AM 11.35	203.2		5.0 **MAGALIA**	12.2	3.05
14	WP	PM 12.15	210.0		6.8 **DOON**	5.4	2.30
	WY	12.45 PM	215.4	R	5.4 **STIRLING CITY**	0.0	2.00 PM
		Arrive Daily Ex. Sunday			(31.2)		Leave Daily Ex. Sunday
		(2.45) 11.35			Time over District Average Speed per Hour		(2.40) 11.70

Capacity of sidings		EAST-WARD ↓ Mile Post Location		Timetable No. 172 October 19, 1947 Dantoni Branch STATIONS	WEST-WARD ↑ Distance from Dantoni
Yd. Lmts.		139.8		**DANTONI JCT.**	4.4
47		144.2		4.4 **DANTONI**	0.0
				(4.4)	

Capacity of sidings		EAST-WARD ↓ Mile Post Location		Timetable No. 172 October 19, 1947 Oroville Branch STATIONS	WEST-WARD ↑ Distance from Oroville
Yard Limits 112	BKWOIYP	140.8 122.7	TO-R	**MARYSVILLE**	25.2
10	P	135.0		12.3 **HONCUT**	12.9
Yard Limits	WTP	147.9	TO	12.9 **OROVILLE**	0.0
				(25.2)	

Capacity of sidings		EAST-WARD ↓ Mile Post Location		Timetable No. 172 October 19, 1947 Yuba City Branch STATIONS	WEST-WARD ↑ Distance from Wilson
100	WP	144.7 144.4		**BERG**	14.4
Yard Limits	WYP	147.6	TO	3.2 **YUBA CITY**	11.2
45		150.3		2.7 **BOGUE**	8.5
40		152.2		1.9 **OSWALD**	6.6
28	W	156.6		4.4 **TUDOR**	2.2
		158.8		2.2 **WILSON**	0.0
				(14.4)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Stirling City Branch		
Butte Creek..........	188.3	..
Dredge................	189.3	..
Oakdale Farms........	196.6	..
Optimo................	202.2	..
Luce..................	207.1	..
Oroville Branch		
Mello.................	126.5	..
Ramirez...............	130.7	..
Palermo...............	142.5	..
Yuba City Branch		
Abbott................	155.6	..
Dantoni Branch		
Linda.................	143.0	..

WEST VALLEY SUBDIVISION

EASTWARD

FIRST CLASS

Timetable No. 172
October 19, 1947

Capacity of sidings		20 Klamath Leave Daily	12 Cascade Leave Daily	14 Beaver Leave Daily	202 Passenger Leave Daily	16 West Coast Leave Daily	Mile Post Location			STATIONS	Distance from Davis
Yard Limits	KWIYP	PM 11.35	PM 7.25	PM 6.35		AM 10.55	75.6	Automatic Block System	TO-R	**DAVIS**	0.0
100	P	11.43	7.32	6.42		11.03	80.7			5.1 **MERRITT**	5.1
Yard Limits 97	BKWIP	PM s 11.52	7.37	f 6.49		s 11.15	84.9		TO	4.2 **WOODLAND**	9.3
38	P	AM 12.01				11.23	89.9		TO	5.0 **YOLO**	14.3
105	P	12.07	7.48	7.00		11.30	95.8			5.9 **ZAMORA**	20.2
32	WP	12.15				11.38	103.2			7.4 **DUNNIGAN**	27.6
196	WYP	12.20	7.59	7.11		11.44	108.3			5.1 **HARRINGTON**	32.7
41	P	f 12.26				AM s 11.53	113.5		TO	5.2 **ARBUCKLE**	37.9
51	P	s 12.41				PM s 12.08	124.2		TO	10.7 **WILLIAMS**	48.6
103	P	12.49	8.17	7.29		12.15	129.1			4.9 **CORTENA**	53.5
	P	f 12.53				12.20	133.0		TO	3.9 **MAXWELL**	57.4
101	P	1.03	8.25	7.37		12.26	138.3			5.3 **DELAVAN**	62.7
Yard Limits 113	BKWOYP	s 1.23	8.36	7.50		s 12.46	149.9		TO-R	11.6 **WILLOWS**	74.3
41	P	1.36				12.55	156.8			6.9 **ARTOIS**	81.2
102	P	1.40	8.48	8.03		12.59	160.7			3.9 **GRAPIT**	85.1
Yd. Lmts. 40	WP	s 2.02		8.08		s 1.10	165.4		TO	4.7 **ORLAND**	89.8
Yd. Lmts. 36	YP	2.05				1.13	167.0			1.6 **WYO**	91.4
23	P	2.17	9.01	8.19		1.21	173.4			6.4 **KIRKWOOD**	97.8
43	P	s 2.35	9.07	8.26		s 1.32	178.5		TO	5.1 **CORNING**	102.9
41	P	**2.48**				1.37	181.6			3.1 **RICHFIELD**	106.0
	P	3.05	9.15	8.34	PM 1.55	1.45	186.3 211.7			4.7 **TEHAMA**	110.7
Gerber yard 164	BKWOIYP	s 3.15 AM	s 9.20 PM	s 8.40 PM	s 2.00 PM	s 1.55 PM	213.8		TO-R	2.1 **GERBER**	112.8
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(112.8)	
		(3.40)	(1.55)	(2.05)	(0.05)	(3.00)				........Time over District........	
		30.76	58.85	54.96	25.20	37.60				........Average Speed per Hour........	

RULE 5. Schedule time and train-order time at Gerber apply at station sign.

Schedule time and train-order time for eastward first-class trains at Davis apply at signal bridge 1200 feet east of Tower.

RULE 86. Freight trains must not go to a siding where they are unable to get into clear for Nos. 11, 12, 13 and 14 unless instructed to do so by dispatcher, or to avoid congestion.

Capacity of sidings		EAST-WARD ↓ Mile Post Location		Timetable No. 172 October 19, 1947 Fruto Branch STATIONS	WEST-WARD ↑ Distance from Fruto
Yard Limits 113	BKWOYP	149.9	TO-R	**WILLOWS**	17.0
14	TP	166.9		17.0 **FRUTO**	0.0
				(17.0)	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
14	Willows	Dunsmuir	Davis	Daily
14	Orland	Dunsmuir	Davis	Daily

No. 20 stop daily, except Sunday and Holidays, at Delavan, Artois, Kirkwood, Richfield and Tehama for exchange of mail.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Davis-Gerber line		
Dufour	92.1	..
Ronda	93.7	..
Bretona	98.0	..
Hershey	106.4	..
Genevra	117.6	..
Delphos	126.8	..
Norman	142.1	..
Logandale (Spur)	144.3	..
Riz	146.0	..
Lyman	153.2	..
Greenwood	162.0	..
Malton	169.0	..
Fruto Branch		
Losa	152.6	..
Kurand	155.8	..
Millsholm	159.6	..
Athena	163.6	..

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Karnak Branch		
Ensley	97.6	..
Knights Landing Branch		
Garic	87.2	..
Laugenour	89.4	..
Coranco	92.4	..
Cunard	96.1	..
Grace	96.5	..
Robbins (Spur)	100.4	19
Seymour	101.7	..
Subaco (Spur)	105.1	41
Pelger	107.2	..
Everglade (Spur)	109.3	11
Hinsdale (Spur)	111.2	23
Tisdale (Spur)	113.3	10
Progress (Spur)	115.2	1

WESTWARD

FIRST CLASS

Mile Post Location			Timetable No. 172 October 19, 1947 STATIONS	Distance from Gerber	19 Klamath	11 Cascade	13 Beaver	201 Passenger	15 West Coast
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
75.6	Automatic Block System	TO-R	**DAVIS** 5.1	112.8	AM s 5.15	AM s 8.55	AM s 9.20		PM s 6.05
80.7			**MERRITT** 4.2	107.7	5.07	8.47	9.12		5.56
84.9		TO	**WOODLAND** 5.0	103.5	s 5.01	8.40	f 9.04		s 5.50
89.9		TO	**YOLO** 5.9	98.5	4.50				5.37
95.8			**ZAMORA** 7.4	92.6	4.44	8.29	8.51		5.31
103.2			**DUNNIGAN** 5.1	85.2	4.36				5.23
108.3			**HARRINGTON** 5.2	80.1	**4.30**	8.18	8.40		5.17
113.5		TO	**ARBUCKLE** 10.7	74.9	4.25				5.12
124.2		TO	**WILLIAMS** 4.9	64.2	s 4.13				s 4.59
129.1			**CORTENA** 3.9	59.3	4.05	8.00	8.22		4.50
133.0		TO	**MAXWELL** 5.3	55.4	s 3.59				4.45
138.3			**DELAVAN** 11.6	50.1	3.51	7.52	8.14		4.38
149.9		TO-R	**WILLOWS** 6.9	38.5	s 3.38	7.42	8.02		s 4.25
156.8			**ARTOIS** 3.9	31.6	3.26	7.34	7.52		4.12
160.7			**GRAPIT** 4.7	27.7	3.22	7.30	7.48		4.07
165.4		TO	**ORLAND** 1.6	23.0	s 3.15		7.42		s 4.00
167.0			**WYO** 6.4	21.4	3.08	7.23	7.38		3.50
173.4			**KIRKWOOD** 5.1	15.0	3.01	7.17	7.32		3.43
178.5		TO	**CORNING** 3.1	9.9	s 2.55				s 3.34
181.6			**RICHFIELD** 4.7	6.8	**2.48**	7.09	7.24		3.25
186.3 211.7			**TEHAMA** 2.1	2.1	2.39	7.04	7.19	PM s 2.50	3.19
213.8		TO-R	**GERBER**	0.0	2.35 AM	7.00 AM	7.15 AM	2.45 PM	**3.15** PM
			(112.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Time over District Average Speed per Hour		(2.40) 42.30	(1.55) 58.85	(2.05) 54.96	(0.05) 25.20	(2.50) 39.81

RULE 5. Schedule time and train-order time at Gerber apply at station sign.

Schedule time and train-order time for eastward first-class trains at Davis apply at signal bridge 1200 feet east of Tower.

RULE 86. Freight trains must not go to a siding where they are unable to get into clear for Nos. 11, 12, 13 and 14 unless instructed to do so by dispatcher, or to avoid congestion.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
19	Arbuckle	West of Davis where scheduled to stop		Daily
13	Willows	Davis	Dunsmuir	Daily
13	Orland.	Davis	Dunsmuir	Daily

Capacity of sidings		EAST-WARD ↓ Mile Post Location		Timetable No. 172 October 19, 1947 Colusa Branch STATIONS	WEST-WARD ↑ Distance from Wyo
196	WYP	108.3	R	**HARRINGTON**	72.1
60		120.8	TO	12.5 **GRIMES**	59.6
33		133.0	TO	12.2 **COLUSA**	47.4
33	W	145.9		12.9 **PRINCETON**	34.5
28		150.4		4.5 **CODORA**	30.0
35	W	170.0	TO	19.6 **HAMILTON**	10.4
Yard Limits 36	YP	180.4		10.4 **WYO**	0.0
				(72.1)	

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Colusa Branch		
College City	112.3	..
Graino	116.0	..
Sycamore	124.4	..
Denco	137.1	..
Stegeman	142.2	..
Glenn	155.6	..
Ordbend	162.1	..
Rotavele	165.9	..
Cory	178.6	..

EASTWARD

Capacity of sidings					THIRD CLASS						Mile Post Location			Timetable No. 172 October 19, 1947	Distance from Davis
					604	498	602	496	600	494					
					Freight	Freight	Freight	Freight	Freight	Freight					
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS	
	Yard Limits KWIYP				PM 9.10		PM 12.03		AM 3.35		75.6	Automatic Block System	TO-R	DAVIS	0.0
100	P				9.20		12.13		3.45		80.7			5.1 MERRITT	5.1
97	Yard Limits BKWIP				9.29		12.22		3.54		84.9		TO	4.2 WOODLAND	9.3
38	P				9.37		12.30		4.02		89.9		TO	5.0 YOLO	14.3
105	P				9.46		12.39		4.11		95.8			5.9 ZAMORA	20.2
32	WP				9.58		12.51		4.23		103.2			7.4 DUNNIGAN	27.6
196	WYP				10.05		12.59		4.30		108.3			5.1 HARRINGTON	32.7
41	P				10.14		1.08		4.39		113.5		TO	5.2 ARBUCKLE	37.9
51	P				10.31		1.25		4.56		124.2		TO	10.7 WILLIAMS	48.6
103	P				10.39		1.33		5.04		129.1			4.9 CORTENA	53.5
	P				10.45		1.39		5.10		133.0		TO	3.9 MAXWELL	57.4
101	P				10.53		1.47		5.18		138.3			5.3 DELAVAN	62.7
113	Yard Limits BKWOYP				11.19		2.10		5.44		149.9		TO-R	11.6 WILLOWS	74.3
41	P				11.31		2.21		5.56		156.8			6.9 ARTOIS	81.2
102	P				11.37		2.26		6.02		160.7			3.9 GRAPIT	85.1
Yard Limits 40	WP				11.45		2.34		6.10		165.4		TO	4.7 ORLAND	89.8
36	YP				11.49		2.38		6.14		167.0			1.6 WYO	91.4
23	P				PM 11.59		2.48		6.24		173.4			6.4 KIRKWOOD	97.8
43	P				AM 12.07		2.56		6.32		178.5		TO	5.1 CORNING	102.9
41	P				12.12		3.01		6.37		181.6			3.1 RICHFIELD	106.0
	P				12.20	PM 4.50	3.08	AM 11.25	6.45	AM 3.25	186.3 211.7			4.7 TEHAMA	110.7
164	Gerber yard BKWOIYP				12.30 AM	5.00 PM	3.15 PM	11.35 AM	6.55 AM	3.35 AM	213.8		TO-R	2.1 GERBER	112.8
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(112.8)	
					(3.20) 33.84	(0.10) 12.60	(3.12) 35.25	(0.10) 12.60	(3.20) 33.84	(0.10) 12.60				..........Time over District.......... ....Average Speed per Hour.......	

RULE 5. Schedule time and train-order time at Gerber apply at station sign.

Schedule time and train-order time for eastward first-class trains at Davis apply at signal bridge 1200 feet east of Tower.

RULE 86. Freight trains must not go to a siding where they are unable to get into clear for Nos. 11, 12, 13 and 14 unless instructed to do so by dispatcher, or to avoid congestion.

Capacity of sidings		EAST-WARD ↓ Mile Post Location		Timetable No. 172 October 19, 1947 Knights Landing Branch STATIONS	WEST-WARD ↑ Distance from Josephine
97	Yard Limits BKWIP	84.9	TO-R	WOODLAND	32.4
18		87.7		2.8 SUGARFIELD	29.6
	WP	94.0	TO	6.3 KNIGHTS LANDING	23.3
	P	96.9		2.9 MARCHANT	20.4
13		117.3		20.4 JOSEPHINE	0.0
				(32.4)	

Capacity of sidings		EAST-WARD ↓ Mile Post Location	Timetable No. 172 October 19, 1947 Karnak Branch STATIONS	WEST-WARD ↑ Distance from Karnak
	P	96.9	MARCHANT	2.5
7	P	99.4	2.5 KARNAK	0.0
			(2.5)	

RULE A. All, or portions of, the following rules have been changed. Pasters have been printed covering these changes, and employes must have the pasters in their copy of Book of Rules:

Rules 10(H)
15
26
99
104(D)
210
221
271
295
297
705
707
708
763
837

Definition of FIXED SIGNAL is changed to read as follows: "A signal of fixed location indicating a condition affecting the movement of a train, such as train-order, automatic, interlocking or absolute signal; switch, stop boards, yard limit boards or speed boards."

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 4. Designated Holidays:

New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, First Monday in September.
Thanksgiving Day, Fourth Thursday in November.
Christmas Day, December 25th.

RULE 10 (J). Is revised to read as follows:

Speed boards will be located to the right of track in direction of approach where practicable, except on double track where trains keep to the left, they will be located to the left if proximity of adjoining main track prevents location to the right.

Speed boards that prescribe reduction in speed will be located three-fourths mile from initial point of restriction. Speed boards that authorize an increase in speed will be located at the point where higher speed is permissible, and speed may be increased accordingly as soon as rear of train has passed the speed board.

(no change in Figs. 1, 2 and 3)

The higher number on speed board indicates the maximum speed of trains consisting entirely of passenger equipment, and the lower number indicates the maximum speed of all other trains. Where but one number is shown it indicates the maximum speed of all trains.

Round yellow speed boards indicate by black figures the maximum speed of certain passenger trains designated by special instructions in the timetable or by timetable bulletin; speed indicated by oval white speed boards applies to those trains unless a round yellow speed board is displayed on same post below the oval speed board.

Certain speed boards have the word "SIGNAL" above the figures. Such speed boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond the speed board, unless distant signal can plainly be seen to be displaying proceed indication; and such speed boards in approach to a home signal indicate the speed that must not be exceeded while approaching the home signal three-fourths mile beyond the speed board; until indication of home signal can plainly be seen. The word "SIGNAL" on an oval speed board also applies to a round yellow speed board if displayed on the same post.

RULE 15. Each torpedo placed will be duplicated on opposite rail during snow storms, or when snow on rails.

RULE 17. Oscillating white light on engines so equipped is to be operated in addition to headlight, when engine is moving at night, and in foggy or stormy weather by day. It must be extinguished approaching passenger stations.

Oscillating red light on engines so equipped shall be operated by day or night, only when a train has stopped, or is stopping, under circumstances that may cause an adjacent track to be fouled, and will not in any way relieve trainmen and enginemen from compliance with Rules 99 and 102. A train or engine on adjacent track must stop at once, and may proceed only after ascertaining that track is safe for passage of trains.

RULES 17, 17 (B), 17 (C) and S-17. Headlight will be displayed by day on Nos. 53 and 54 as an aid to motorists. When so displayed, the provisions of Rules 17, 17 (B), 17 (C) and S-17 will not apply unless other conditions require.

RULE 26. When necessary for any member of the crew in Streamliner service to go underneath any part of the train, chains will be used for blocking and one placed securely on either side of a traction wheel. In addition, an understanding will be had with the engineer-operator to the effect that he will not move the train until the employe in charge of the work personally reports back to him. A 90-pound brake application must be maintained during the progress of the work.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 105. Sidings designated "E" in Capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "M" for middle, may be used by trains in either direction.

RULE 505. AUTOMATIC BLOCK SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

Pilot light will appear after time-release has operated and signal has cleared.

Further instructions posted inside push-button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until switch indicator indicates block clear on opposite track.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked.

When switch indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Emergency lock release to be used only in case of electrical or mechanical failure. When necessary to break seal on emergency lock release, dispatcher must be notified immediately and movement made only after flag protection provided on both tracks.

RULE 535. SPRING SWITCHES

When a spring switch is hand thrown, trainman so setting switch must again set it for normal position after movement has been completed, unless another trainman has been notified to do so.

A spring switch with facing point lock must not be trailed through unless switch target displays letters "SS" in normal position, or switch has been lined for the movement.

RULE 536. Wheels of tenders must not be considered as engine wheels.

GENERAL REGULATIONS

RULE 824. On grades at any point, where engine or engines are to be detached for any reason, air brakes must be released and a sufficient number of hand brakes must be set to hold train.

RULE 827. TRAIN INSPECTION

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

Cars bearing placards denoting contents are explosive, inflammable, poisonous or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

RULE 834. Does not apply to trains consisting entirely of logs.

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut in any portion of train until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 873. Sanders must not be operated within 150 feet of power operated switches.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 25. When passenger equipment is handled on freight trains and a rear end test is made, considerable time must elapse before brake pipe pressure will build up sufficiently to release the brakes on passenger equipment.

Conductor will advise engineman when they have such passenger equipment on the rear of train so he may allow a sufficient length of time for brakes to release before attempting to start train.

PASSENGER TRAINS

RULE 3. Streamliner, "CITY OF SAN FRANCISCO," carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam engine to handle this train, such engine must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam engine must be set for 140 lb. and the low pressure side for 130 lb.

RULE 38. Incoming engineer at Sacramento and Sparks on "CITY OF SAN FRANCISCO" will make electro-pneumatic brake application of not less than 60 pounds and leave brakes applied. Inspector will note that rear brakes of train apply, then signal for release. Outgoing engineer will release brakes and inspector will note that rear brakes release. In case electro-pneumatic brakes are inoperative, automatic brake valve will be used.

Before any helper engine is coupled to train, make automatic brake pipe reduction of not less than 20 pounds, close combination cut-out cock, then place both brake-valve handles in release position. Helper engineer will then make release in usual manner.

When steam engine is to be cut off train, the automatic brake should be applied and left applied until engine is detached. Engineman on power cars should then open the double heading cock and apply electro-pneumatic brake.

MISCELLANEOUS

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

Not more than one Mt, F, AC or GS class engine may be placed on head end of a freight train. One engine other than the above may be placed ahead of Mt, F, AC or GS class engines in helper service, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed when practicable in rear of train four cars ahead of caboose and any cars of wooden frame construction, except that consolidation class helpers may be placed ahead of caboose and cars of wooden frame construction and when practicable should be placed behind a loaded car.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

4a. For the purpose of pushing trains out of yards:

No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

7. Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

10. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved until occupants have been notified, and permission given by foreman or his representative.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service.

Passenger equipment handled in freight trains must be placed between cars equipped with Carmer cutting lever.

Cars with inoperative couplers, containing perishables or live stock, may be chained in train and moved to nearest available repair point. Other cars with defective couplers will be switched to the rear of caboose using operative coupler by turning car. Car and caboose should be chained to prevent breaking away from train. Cars chained may be moved to nearest repair point in direction train is moving.

21. Employes are warned that it is dangerous to ride on top or sides of cars where impaired side clearance exists.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

SPEED RESTRICTIONS

List of CCB (cross-counterbalanced) engines:

All F-1 class, except engs. 3618, 3639.
All F-3 class.
All F-4 class, except eng. 3700.
All F-5 class.
All B class, except engs. 3501, 3502, 3504, 3505, 3508, 3509.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted freight and mixed trains and light engines.

Steam or Diesel-electric engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Steam engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Maximum speed of engines under following conditions, running under own steam or hauled in train, must not exceed:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel from any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH
When hauled in train with all rods on	30 MPH

Blocking of leading drivers of an engine, in order to redistribute weight, should not be attempted as this may cause derailment.

When train order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT

	MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:	
On tangent main tracks, except	35
SPMW 4044	25
On tangent branch tracks	25
On all curves 5 MPH less than speed authorized. Where speed boards in place, 5 MPH less than shown on speed boards, except where speed indicated is 15 MPH or less be governed by speed boards.	
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
On tangent main tracks	20
On curves and on branch tracks	15
Trains handling locomotive cranes with boom in place, either end forward (to be handled in work train when practicable):	
On tangent main tracks	25
On curves and on branch tracks	15
Trains handling steel pile-drivers may make maximum restricted freight train speed.	
Trains handling relief outfit with steam derrick:	
On tangent main tracks	35
On tangent branch tracks, except	25
(Relief outfits 7014 and 7025 must not be operated over R St., Sacramento, nor on any branch except Walnut Grove, Yuba City, and Dantoni branches.)	
On all curves, 5 MPH less than speed authorized. Where speed boards in place, 5 MPH less than shown on speed boards, except where speed indicated is 15 MPH or less be governed by speed boards.	

Passenger trains handling steel wheel baggage-express cars in series 5810 to 5874, and foreign line steel wheel cars not equipped with high speed trucks, must not exceed 60 MPH.

Wooden equipment must not be handled in regular passenger trains.

Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Trains consisting of steam or Diesel-electric engine and caboose only must not exceed speed permitted for engines of that class running forward light; such trains must not, in any case exceed 40 MPH.

No. 442 (CCM) may make maximum speed of 50 MPH using ordinary box cars, in territory where maximum freight and mixed train speed is shown as 40 MPH.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, slow down sufficiently to permit safe dispatch without hazard, and stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

Trains handling logs loaded on flat or logging cars must not exceed 25 MPH on tangent track and 20 MPH on curves.

Trains handling locomotive cranes with flexible or swivel truck trailing, must not exceed 18 MPH.

Freight trains passing stations where passenger trains are standing must not exceed 15 MPH.

RULE 7 (B). Yardmen must use green flag by day and green light by night in giving proceed signals for movement of trains at Sacramento and Roseville, except that at Roseville proceed signal for movement from Tehama line yellow flag by day and yellow light by night must be used.

RULE 10 (J). Round yellow speed boards apply to Diesel-powered Streamliner Nos. 101 and 102.

Speed boards placed to the right of track in current of traffic direction but with one track intervening:

Eastward at MP 89.75 Sacramento bears figure 15,
Westward at MP 106.6 Roseville bears figures 20-15,
Westward at MP 91.5 Sacramento bears figures 35-15,
Westward at MP 90.7 Sacramento bears figure 15,
Westward at MP 90.2 Sacramento bears figure 10.

Speed boards placed to the left of track in current of traffic direction but with one track intervening:

Eastward at MP 104.37 Roseville bears figures 20-15.

RULE 14 (e). As specified below, — — — — — — will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Roseville-Tehama Line.
Brighton on Sacramento-Placerville Line.

RULE 82 (A). Crews arriving Roseville on Nos. 101, 102, 27 and 201 may assume corresponding schedule leaving Roseville without clearance, except when operating as section of a schedule.

Regular trains from Western Division at Brighton may assume corresponding schedules, or sections of schedules, on Sacramento Division without clearance.

Nos. 421, 423 and 425 and sections of those schedules from Western Division at Brighton may continue display of indicators through to Roseville, and register at Roseville accordingly.

Third-class and extra trains to or from Western Division passing Sacramento, will not obtain clearance at Sacramento.

Trains to Western Division at Brighton, originating at Sacramento, may leave Sacramento with Western Division clearance only.

Trains enroute Western Division via Sacramento or Brighton originating at Roseville, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Roseville will apply the same as if addressed to them at Brighton or Sacramento.

Crews to operate as Nos. 420, 424 and 426, and sections thereof, on Western Division from Brighton, may assume such identity at Roseville instead of Brighton. Sacramento and Western Division clearance for sections of these schedules must bear the words "No signals" or "Green signals" as the case may be, and bear dispatcher's O.K., and train-order authority for display of signals will not be required Roseville to Brighton, nor on Lathrop Subdivision of Western Division. Crews will register and display indicators and signals accordingly.

RULE 83 (A). At the following stations, only the trains indicated will register:

Sacramento—Trains originating or terminating, except third-class and extra trains passing Sacramento to or from Western Division.
Sacramento, 12th St.—Eastward trains, via Brighton, and trains originating or terminating.
Roseville—All trains register at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station. Operator at passenger station report arrival and departure of first-class trains to operator at yard office during those hours, and registration must be repeated for verification.
Antelope—All trains, except those originating in west yard, and except those terminating in east yard.
Brighton—Regular trains from Placerville Branch.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Sacramento, 12th St.—Eastward trains, via Brighton.
Roseville—All trains at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station.
Antelope—First-class trains.
Folsom—Trains required to go to Folsom will register the same information as shown on register at Folsom Jct.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

MP West		MP East
85.51	Sacramento	95.35
	" (Walnut Grove Br.)	93.09
	" (Placerville Br.)	94.93
131.60	" (Polk line)	136.33
102.04	Roseville (Eastward and No. 2 Track)	110.87
102.04	" (No. 1 and Westward Track)	110.87
	" (Tehama line)	107.71
103.80	Citrus	105.26
	" (Fair Oaks line)	106.48
	Folsom	112.05
110.57	" (Placerville Br.)	111.38
148.19	Placerville	149.66
110.64	Walnut Grove	113.90
121.05	Isleton	122.32

Sacramento. Westward trains on station tracks must not pass fouling point of adjoining tracks unless proceed signal received from yardman at Second St.

Eastward trains and yard engines on station tracks must not pass fouling point of adjoining tracks unless proceed signal received from yardman at Sixth St., and again at Seventh St.

Westward trains on main track must not pass Seventh St. shanty (just west of Signal 891) unless proceed signal received from yardman.

Eastward trains on main track must not pass fouling point of crossover between main tracks, 400 feet east of Sacramento River Drawbridge unless proceed signal received from yardman at Second St., and must not pass first switch of crossover between main tracks west of Sixth St. shanty (1500 feet east of Sacramento River Drawbridge) unless proceed signal received from yardman at Sixth St.

The two center tracks, for entering and leaving station tracks are equipped with automatic block signals between Sixth St. and Seventh St. Signal 889 will display green aspect when route lined for direct movement to Sixth St., and yellow aspect when route lined for crossover movement to Sixth St. Signal 886 governs movements from station tracks 2, 3, 4 and 5 but does not indicate position of switch 20 feet east of the signal.

Roseville. Eastward trains except first-class, must not pass Dry Creek bridge unless proceed signal received from yardman.

Eastward first-class trains to Tehama line must make station stop with rear end clear of west drill track.

Westward trains except first-class, moving on westward main track, or on west drill or west yard tracks, must not pass fouling point of switch to westward main track just east of scale house (east of subway) unless proceed signal received from yardman.

Eastward trains finding Signal 1064 displaying stop indication must stop, and may proceed only when proceed signal received from yardman. Upper unit governs movement on No. 2 Track; lower unit governs movement to Tehama line.

Signal 1055 governs movement against current of traffic on eastward main track, and when such moves are authorized by yardmaster, trains stopped by this signal may proceed with caution not exceeding 4 MPH.

RULE 95. Train orders issued by Western Division under Form F, reading to or from Brighton will apply over the Sacramento Division into or out of Sacramento or Roseville.

RULE D-97 (A). Applies between Sacramento and Roseville and between Brighton and Elvas.

RULE 98. Railroad crossings at grade and drawbridges not interlocked:

Sacramento. WPRR at Front and R Sts.—Trains and engines must approach with caution expecting to find crossing occupied.

Switching and industry tracks in vicinity of Front and R Sts.—Ascertain that each crossing is clear before using.

SNRy at Front and R Sts.—Stop within 200 feet of crossing.

Electric line at Front and M Sts.—Stop and not proceed unless hand signal received from flagman on ground (green flag by day, green light by night).

SNRy at 31st and R Sts.—Stop before crossing.

Roseville. Eastward main track of Tehama line crosses No. 1 Track of Sparks line and west drill track at passenger station. Trains or engines moving in either direction on west drill track or against current of traffic on No. 1 Track may move over this crossing without stopping, provided crossing is seen to be clear and no train or engine approaching on intersecting line, and proceed signal is received from yardman.

RULE 99. Roseville. Westward trains except first-class, having received proceed signal from yardman to pass Signal 1065 or 1067 to move on westward main track, and rear of train having passed either of these signals, need not provide flag protection to the rear if stopped or delayed, until rear end passes subway. Protection between these points will be the responsibility of yardmaster or his representative. Protection east of these signals, and beyond subway must be provided by train or engine crew.

RULE 103 (A). Trains and engines must stop and be preceded by flagman before crossing highways at:

Isleton, on wharf spur.

RULE 104. The normal position of rigid switches at junctions:

Citrus—Fair Oaks line, for Placerville line.
Folsom Jct.—Placerville line, for Folsom.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner Nos. 101 and 102.

RULE 204. Trains of Sacramento, Mountain and East Valley Subdivisions with the same conductor operating through Roseville may be issued train orders on one subdivision that affect their movement on either or another of these subdivisions, and when engine crew is changed or helper engine is added, copy of all orders must be delivered to such engineer by conductor.

RULE 221. Eastward and westward first-class trains, and trains from Roseville enroute to Western Division will not obtain clearance at Sacramento, 12th St.

Trains originating or terminating at Sacramento not enroute to or from Western Division need not obtain clearance at Sacramento, 12th St.

Roseville—Train-order office located in yard office building is open continuously. Train-order office in passenger station is open from 11 PM to 8 AM daily, and is train-order office for first-class trains and trains of passenger equipment only. Between 11 PM and 8 AM first-class trains and trains of passenger equipment will receive clearance at passenger station and not at yard office.

Antelope—Only trains originating need obtain clearance.

No. 518 and No. 519 must go to train-order office Folsom and must obtain clearance when operator is on duty.

RULE D-251. Applies to the following tracks:

Eastward track Sacramento to Roseville.
Eastward track Brighton to Elvas.
Westward track Elvas to Sacramento.
Westward track Sacramento to Davis train-order office (Western Division) provided proceed signal received from yardman at Front St., Sacramento, except will not supersede the superiority of No. 101.

RULE 505. AUTOMATIC BLOCK SYSTEM

Sacramento. Eastward main track from a point 350 feet east of Sacramento River Drawbridge to Signal 890 at Seventh St., is not protected by block signals. All trains must proceed with caution between these points.

SPECIAL SIGNALS

Sacramento. Movements over crossings at Front St. just east of Sacramento River Drawbridge governed by signals and derails operated by switchtender at Front St. (except derail on westward main track, which is operated by signal operator on bridge), and do not indicate position of switches or occupancy of track between signals and crossing. Trains and engines moving on proceed indication of signals must see that switches are properly lined for them and that track is not obstructed by other cars or engines. Locations are as follows:

Westward main track—350 feet east of crossing.
Eastward main track—For movement against current of traffic, 350 feet from crossing.
Station tracks—350 feet from crossing. Green aspect for movement to westward main track; yellow aspect for movement through crossover to eastward main track.
Front St. track—100 feet from crossing of main tracks.
Pioneer Mill track—also governs movement to store lead.
No. 4 track—also governs movement to No. 5 track.
No. 6 track—also governs movement to No. 7 track.

If signal 350 feet east of Front St. crossing governing movement on westward main track or from station tracks does not indicate proceed, trains or engines after stopping may proceed on signal from switch tender to clearance point of Front St. crossing, yellow flag by day, yellow light by night.

RULE 605. INTERLOCKING

Sacramento River Drawbridge. Eastward trains failing to receive green aspect in approach Signal 878 must stop west of road crossing, 1030 feet east of signal 878, unless semi-automatic signal at MP 88.4 indicates "proceed".

Nineteenth Street, Sacramento—At crossing of R Street track with WPRR.

Yard engines using industry spurs will give following signal from push button located on home signal 400 feet west of crossing.

To Valley Grocery spur, o — —.
To Bekins spur, — o —.

Elvas—Limits on Sacramento-Roseville line extend from interlocking home signal 1,400 feet west of tower to interlocking home signal 1,200 feet east of tower, and on Elvas-Polk line to interlocking home signal at west switch Polk; and on Placerville Branch to interlocking home signal 600 feet east of junction switch.

Following switches and derails within interlocking limits are hand operated and must not be thrown until permission has been obtained from signal operator:

American Can Company spur switch and derail. Derail is electrically locked.

Crossover, middle siding, Elvas, to westward track, Elvas-Polk line.

Crossover, middle siding, Elvas, to eastward track, Polk-Elvas line.

West switch and derail, middle siding, Elvas.

Hopfen spur switch and derail.

Meister's spur switch and derail. Derail is electrically locked.

Permission must be obtained for each movement into or out of American Can Company and Meister spurs.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Whistle signals governing routes as follows:

To Roseville, — o o o o.
To Sacramento, — — — o.
To Polk, — — o o o.
To Elvas siding, o o o — —.
To Third track, o o — —.
To American Can spur, — o —.
To Meister's spur, o — —.

Westward trains will repeat signal approaching Elvas if route not lined.

Snodgrass Slough Drawbridge. At MP 111.42 on Walnut Grove Branch.

Georgiana Slough Drawbridge. At MP 119.53 on Walnut Grove Branch.

RULE 827. TRAIN INSPECTION

Freight trains and light engines not equipped with tire coolers, on descending grade will stop 10 minutes at MP 123, Placerville Branch, for inspection and heat radiation, and trainmen must make careful inspection of all cars and enginemen inspect engines.

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection, if in the judgment of conductor and engineer no stops are necessary.

AIR BRAKE RULES

RULE 17. Retainers must be used on freight and mixed trains on descending grades as follows:

On Placerville Branch:

MP 131.7 to MP 123. One valve for every 140 Ms in train.

FREIGHT TRAINS

RULE 22. Hand brakes on outgoing trains at Roseville must not be released until engine is coupled to train or yard air is through train.

RULE 25. Rear end test must be made immediately prior to leaving Placerville on westward trains.

RULE 33. Gross tonnage of any freight train must not exceed the Ms per operative brake between the stations shown below:

Placerville to Folsom Jct.—100 Ms.

PASSENGER TRAINS

RULE 38. Road test must be made at Brighton only if continuity of brake pipe has been disturbed.

MISCELLANEOUS

1. Take water only in emergency at Shingle Springs.

5. Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with caution.

Sacramento. Stationmaster will inform conductor or member of crew when passenger train is ready to depart, and trainmen must be so distributed as to give proceed signal by hand or lamp. The use of communicating signal to start trains is not permitted.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC	Sacramento...Umbrella sheds at passenger station

Load limit (car and contents):

Sacramento-Roseville	240,000 pounds
Brighton-Elvas	240,000 pounds
Sacramento-Isleton	210,000 pounds
Brighton-Placerville	210,000 pounds
Folsom Jct.-Folsom	210,000 pounds
Citrus-Fair Oaks	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
88.54	Sacramento	Sacramento River Bridge	Side
92.15	Elvas	American River Bridge	Side
	(Placerville Branch)		
122.3	East of White Rock	Rock cut	Side
126.4	Latrobe	Rock cut	Side
126.5	East of Latrobe	Rock cut	Side
128.6	East of Latrobe	Rock cut	Side
	(Walnut Grove Branch)		
92.41	East of Baths	Bridge	Side
111.42	Snodgrass Slough	Bridge	Side

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK.

For Eastward Trains			For Westward Trains		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
89.75	89.5	90.0	106.6	106.6	105.1
90.25	90.0	91.7	104.85	105.1	103.25
90.95	91.7	92.5	95.75	95.0	93.1
93.3	93.1	95.0	93.25	92.5	91.7
102.5	103.25	105.1	91.5	91.7	90.0
104.37	105.1	106.6	90.7	90.0	89.5
			90.2	89.5	88.9

Polk-Elvas:
135.0—Around both legs Elvas Wye.

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITOR	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
	PASSENGER								*FREIGHT AND MIXED							
	DEP with Stream-lined CITY OF SAN FRANCISCO	DEP P-7-8-10-12 A Mt GS	DEF E P-1-3-4-5-6-11	T-26-32-37-40 AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB) SP B (if CCB)	AM B (if not CCB)	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3	C-15-17-32 Mk-10-11 MM	With no Restricted Cars (see note)	With Restricted Cars (see note)	DEP DEF E P A Mt GS	DES 1 to 7 DES 100 to 107 T-26-32-37-40 Mk-5-6-7-8-9 F (if CCB) AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 F (if not CCB) SP B	DES-200 C-15-17-32 TW Mk-2-4-10-11 AC-1-2-3 AM MM	DES DEP DEF E T P C TW A Mk F Mt GS SP B	M AC AM MM
COLUMN:	A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
EASTWARD TRACK																
Sacramento to Roseville, except	95	70	65	60	50	45	40	35	40	40	40	40	35	30	30	25
MP 88.9 to MP 89.5 (7th Street)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
MP 89.5 to MP 90.0 (16th Street)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
MP 90.0 to MP 91.7 (Elvas)	35	35	35	35	35	35	35	35	15	15	15	15	15	15	15	15
MP 91.7 to MP 92.5 Through Elvas Interlocking	25	25	25	25	25	25	25	25	15	15	15	15	15	15	15	15
MP 93.7 to MP 95.0 (Benali)	50	50	50	50	50	45	40	35	30	30	30	30	30	30	30	25
MP 103.25 to MP 105.1 (Roseville)	40	40	40	40	40	40	40	35	15	15	15	15	15	15	15	15
MP 105.1 to MP 106.6 (Roseville)	20	20	20	20	20	20	20	20	15	15	15	15	15	15	15	15
Across Lincoln Street (MP 106.6)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
WESTWARD TRACK																
Roseville to Sacramento, except	95	70	65	60	50	45	40	35	40	40	40	40	35	30	30	25
Across Lincoln Street (MP 106.6)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
MP 106.6 to MP 105.1 (Roseville)	20	20	20	20	20	20	20	20	15	15	15	15	15	15	15	15
MP 105.1 to MP 103.25 (Roseville)	40	40	40	40	40	40	40	35	15	15	15	15	15	15	15	15
MP 95.0 to MP 93.1 (Benali)	50	50	50	50	50	45	40	35	30	30	30	30	30	30	30	25
MP 92.5 to MP 91.7 (Elvas Interlocking)	25	25	25	25	25	25	25	25	15	15	15	15	15	15	15	15
MP 91.7 to MP 90.0 (Sacramento)	35	35	35	35	35	35	35	35	15	15	15	15	15	15	15	15
MP 90.0 to MP 89.5 (Sacramento)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
MP 89.5 to MP 88.9	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Between Polk and Elvas, except	......	40	40	40	40	40	40	35	30	30	30	30	30	30	30	25
Westward Trains Only—MP 135.99-MP 135.24	......	25	25	25	25	25	25	25	15	15	15	15	15	15	15	15
Around Legs Elvas Wye	......	25	25	25	25	25	25	25	15	15	15	15	15	15	15	15

*Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.

(Note) **RESTRICTED CARS:** Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars; and cars with arch-bar trucks.

When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in Column A, and permissible speed as indicated on SIGNAL speed boards, must be reduced by 5 MPH.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING WITH TRAIN OR LIGHT
Brighton-Folsom Jct.	30	30	30	20
Folsom Jct.-Folsom	20	20	20	15
Folsom Jct.-MP 122	20	20	20	15
MP 122-Placerville, except	15	15	15	15
MP 139.0-MP 139.3	12	12	12	12
Citrus-Fair Oaks	20	20	20	15
Sacramento-Walnut Grove	20	20	20	15
Walnut Grove-Isleton	15	15	15	15

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side tracks, crossovers, turnouts and slip switches except:	15
On "R" St. Sacramento, between Front St. and Brighton	10
On Golden State Cannery track, Isleton	10
On Mather Field spur	10
On back tracks or engine leads to Roundhouse—Sacramento	8
On American Can Company tracks, Elvas	8
On tracks serving McClellan Field (Planehaven)	10
On spur to Government lumber yard and Camp Kohler—Walerga	10
Through any siding, crossover, turnout, or slip-switch with engine backing except	10
F-class engines backing through any switch	6

SACRAMENTO SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Brighton and Roseville Sacramento and Roseville	Placerville to Folsom	Folsom to Placerville	Folsom to Brighton	Brighton to Folsom	Sacramento and Isleton
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	3200	....	....	....	....	....
DES-100 to 107	1300 to 1395	4800	....	....	....	....	....
E-23	1500 and 1502	3350	970	580	2950	1800	2600
M-4	1617 to 1713	4300	1250	780	3750	2300	3400
M-6, 8	1721 to 1803, 1823 to 1825	5250	1550	990	4600	2850	4150
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	5550	1650	1050	4850	3000	4400
M-11	1832 to 1835	5550	1650	1050	4850	3000	4400
T-1	2242 to 2271	3850	1100	700	3350	2100	3100
T-8, 9	2161, 2174 and 2178	2750	790	480	2400	1450	2100
T-23	2301 to 2310	5550	1650	1050	4850	3000	4400
T-26	2283 to 2299	4800	1400	860	4250	2700	3900
T-28, 31	2311 to 2362	6050	1800	1150	5300	3250	4800
T-32, 40	2363 to 2384	6150	1800(A)	1150(A)	5400(A)	3450(A)	5050(A)
T-36	2103	4050	1250	780	3550	2200	3150
T-37	2105 and 2106	5450	1650	1050	4800	2950	4250
T-57, 58	2385 and 2386	4950	1500	940	4350	2650	3850
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	4850	1350	810	4300	2550	3800
P-1	2400, 2403 to 2407 and 2415	4850	1350	810	4300	2550	3800
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5350	1500	900	4750	2800	4150
P-6	2453, 2454 and 2458	6100	1800	1100	5350	3300	4750
P-7	2476 and 2477	6500	1950	1200	5700	3500	5050
P-8, 10	2461 to 2474, 2478 to 2483	6750	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	6750	....	....	....	....	....
P-11	3100 to 3109	5300	1550	970	4650	2850	4100
P-12	3120 to 3129	7000	....	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	6650	2000	1300	5800	3550	5200
C-15, 32	2500, 2505 to 2507	4250	1300	820	3750	2300	3300
C-17	2510 and 2511	5200	1600	1050	4600	2850	4050
C-18	3400 to 3409	6050	1850	1200	5350	3300	4750
C-19	3410 to 3426	6300	1900	1250	5550	3450	4950
TW-1	2900 to 2913	5050	1500	980	4450	2700	3950
TW-2, 3	2932 to 2952	4050	1200	780	3550	2200	3200
TW-4, 6	2926 to 2931 and 2957	3850	1150	720	3400	2050	3000
TW-8	2914 to 2923	5650	1650	1100	4900	3000	4400
A-3	3029	3800	....	....	....	....	....
A-3	3025, 3036, 3052 and 3057	3800	....	....	....	....	....
A-6	3000 to 3003	4750	....	....	....	....	....
Mk-2, 4	3201 to 3240	7650	....	....	....	....	....
Mk-5, 6	3241 to 3277	8400	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	9200	....	....	....	....	....
Mk-10	3295	7100	....	....	....	....	....
Mk-11	3297 and 3298	6800	....	....	....	....	....
F-1	3600 to 3652	9650	....	....	....	....	....
F-3	3653 to 3667	11000	....	....	....	....	....
F-4, 5	3668 to 3769	11000	....	....	....	....	....
AM-2	3900 to 3911	10900	....	....	....	....	....
MM-3	3930 and 3931	12700	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	13300	....	....	....	....	....
AC-4, 5	4100 to 4125	17300	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	18500	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	8950	....	....	....	....	....
Mt-2	4385 to 4390	9750	....	....	....	....	....
GS-1, 2	4400 to 4415	9550	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	9900	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	12950	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms.	6	3	3	6	6	
	45 Ms to 55 Ms.	3	3	3	3	3	
	More than 55 Ms.	0	0	0	0	0	

(A) Eng. 2371 not permitted to operate on these branches.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 7 (B). Yardmen must use green flag by day and green light by night in giving proceed signals for movement of trains at Roseville, except that proceed signal for movement from Tehama line, yellow flag by day and yellow light by night must be used.

RULE 10 (J). Round yellow speed boards apply to Diesel-powered Streamliner Nos. 101 and 102.

Speed boards placed to the right of track in current of traffic direction but with one track intervening:

Eastward at MP 106.7 Roseville bears figure 35-25.

Speed boards placed to the left of track in current of traffic direction but with one track intervening:

Eastward at MP 104.37 Roseville bears figures 20-15.

Speed boards on No. 1 Track and on No. 2 Track between MP 111 and MP 133 are to the right of track for current of traffic movement.

Oval speed boards three-fourths mile east of east switch Truckee on No. 1 Track; and at west switch Colfax on No. 2 Track have figures 35 on upper left side, 30 on lower left side, and 20 on right side.

35 indicates speed allowed for passenger trains on tangent track.

30 indicates speed allowed for passenger trains on curves.

20 indicates speed allowed for all other trains, except that light engines may make allowable speed as shown in Speed Restrictions table.

RULE 11. Between Gold Run and Truckee from Nov. 1st to May 1st, train finding a fusee burning along or near track must stop, and then proceed with caution not exceeding 15 MPH for a distance of three-fourths mile.

RULE 14 (e). As specified below, — — — — — — will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Tehama line.

RULE 14 (l). Westward trains will sound crossing whistle signal immediately after emerging from west portal of Tunnel No. 6, west of Donner.

RULE 82 (A). Crews ordered for No. 606 at Reno, may assume that schedule without clearance.

Crews arriving Roseville on Nos. 101, 102 and 27 may assume corresponding schedule leaving Roseville without clearance, except when operating as section of a schedule.

RULE 83 (A). At the following stations, only the trains indicated will register:

Roseville—All trains register at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station. Operator at passenger station report arrival and departure of first-class trains to operator at yard office during those hours, and registration must be repeated for verification.

Truckee—Trains originating or terminating.

Colfax—Trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Roseville—All trains at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

MP West			MP East
102.04	Roseville	(Eastward and No. 2 Track)	110.87
102.04	"	(No. 1 and Westward Track)	110.87
	"	(Tehama line)	107.71
119.34	Newcastle	(No. 2 Track)	120.82
118.74	"	(No. 1 Track)	120.15
140.03	Colfax		142.94
169.94	Emigrant Gap		172.12
207.28	Truckee		209.09
241.63	Sparks		247.60

Yard limit boards located to left of track:

Approaching Truckee in both directions.

Roseville. Eastward trains except first-class, must not pass Dry Creek bridge unless proceed signal received from yardman.

Eastward first-class trains to Tehama line must make station stop with rear end clear of west drill track.

Westward freight trains on No. 1 Track must not pass Yosemite St. unless flashing yellow light is displayed in high special signal opposite yard office, and must not pass Signal 1067 unless proceed signal received from yardman.

Westward trains finding Signal 1067 displaying stop indication must stop, and may then proceed with caution if proceed signal received from yardman.

Westward trains except first-class, moving on westward main track, or on west drill or west yard tracks, must not pass fouling point of switch to westward main track just east of scale house (east of subway) unless proceed signal received from yardman.

Westward first-class trains and trains of passenger equipment, when engines are to be changed, must stop before passing Signal 1067.

Eastward trains finding Signal 1064 displaying stop indication must stop, and may proceed only when proceed signal received from yardman. Upper unit governs movement on No. 2 Track; lower unit governs movement to Tehama line.

Sparks. Semaphore Signal 2452 on signal bridge governs main-track movements on eastward main track. Lower arm of Signal 2452 on signal bridge governs diverging-route movement from eastward main track across westward track into freight yard. Dwarf light Signals 2453 and 2459 govern main track movements on westward main track.

Following main track not protected by block signals:

Eastward, from 1400 feet east of engine lead switch at MP 245.5 to Signal 2462.

Westward, from east switch of crossover forming end of double track to Signal 2459.

Light Signal 2455 governs movement from engine lead to eastward main track. When this signal indicates "stop," engine must after stopping at signal, proceed only on hand signal from yardman. Yardman must not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

RULE D-97 (A). Applies between Roseville and Sparks.

RULE 98. Railroad crossings at grade and drawbridges not interlocked:

Roseville. Eastward main track of Tehama line crosses No. 1 Track of Sparks line and west drill track at passenger station. Trains or engines moving in either direction on west drill track or against current of traffic on No. 1 Track may move over this crossing without stopping, provided crossing is seen to be clear and no train or engine approaching on intersecting line, and proceed signal is received from yardman.

RULE 99. Roseville. Westward trains except first-class, having received proceed signal from yardman to pass Signal 1065 or 1067 to move on westward main track, and rear of train having passed either of these signals, need not provide flag protection to the rear if stopped or delayed, until rear end passes subway. Protection between these points will be the responsibility of yardmaster or his representative. Protection east of these signals, and beyond subway must be provided by train or engine crew.

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on the grade between Colfax and Truckee, head brakeman will immediately go towards rear, close angle cock at opening if train has parted, set hand brakes, and turn up retainers on detached portion. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be chained to rail in such manner as to derail car should they start.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner Nos. 101 and 102.

RULE 204. Trains of Sacramento and Mountain Subdivisions with the same conductor operating through Roseville may be issued train orders on one subdivision that affect their movement on either or another of these subdivisions, and when engine crew is changed or helper engine is added, copy of all orders must be delivered to such engineer by conductor.

RULE 221. Roseville. Train-order office located in yard office building is open continuously. Train-order office in passenger station is open from 11:00 PM to 8:00 AM daily, and is train-order office for first-class trains and trains of passenger equipment only. Between 11:00 PM and 8:00 AM first-class trains and trains of passenger equipment will receive clearance at passenger station and not at yard office.

Train order signals at Emigrant Gap and Norden are light type signals identified by an illuminated sign "Train Order Signal" on the signal mast. When a train reaches a point approximately 200 feet from signal, if no train orders, indication will change from "stop" to "proceed." If signal is first seen at "proceed" indication, clearance must be obtained.

Light engines may leave Norden for Truckee as extras without obtaining clearance at Norden.

RULE D-251. Applies to the following tracks:
No. 2 Track Norden to Truckee.

RULE 505. AUTOMATIC BLOCK SYSTEM

Midas. Push buttons near Signals 1559 and 1601.
Instructions for operation posted inside push-button box and in special instructions for all subdivisions.

RULE D-508. Signals govern movements in both directions on No. 1 Track and No. 2 Track between crossover at Emigrant Gap and Andover.

Signals govern movements in both directions on No. 1 Track between MP 111.89 and Newcastle.

Rule 509 (F) as applied to single track, or 509 (J) will apply when these signals display stop indication for trains moving against the current of traffic.

RULE 510. The following block signals, equipped with triangular number plate displaying the letter "P", have included in their control limits some special protective device.

Eastward		Westward
P-1438	Slide detector fence MP 144.5....................	
P-1780 P-1788	Slide detector fence MP 178.5....................	P-1805 P-1789
P-2146 P-2164	Slide detector fence MP 216.5....................	P-2181 P-2165
P-2220	Slide detector fence MP 222.5....................	P-2239

SPECIAL SIGNALS

Floriston. Light type special signal opposite station building applies to No. 1 Track only, and indicates condition of slide detector fence only and is not connected with block signal circuit. Lunar white aspect indicates track at slide detector fence safe for trains; red aspect requires that inspection must be made of track protected by slide detector fence before train passes the fence.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while passing over them in facing movement, or in trailing through them:

Location	Normal Position
Roseville..East end east drill track....................	No. 2 Track
Midas.....West end siding..........................	No. 1 Track

To avoid stopping on spring switch east end east drill track Roseville, trains on east drill must stop at fouling point if Signal 1074 east of switch displays stop indication. Movement against current of traffic must not be made over this switch until careful inspection of switch and switch points has been made.

Midas. Westward train on siding to permit train to pass will stop after passing "Approach Circuit" sign, and if Signal 1599 displays proceed indication must send member of crew to operate time-release transferring signal indication to main track signal. If additional trains are to pass, time-release must be operated for each one after rear of preceding train has reached a point 200 feet west of west switch. Signal 1599 will display "Proceed prepared to stop at next home signal" indication when train which has just passed clears the block.

Any movement against current of traffic must stop, and inspection made of switch points at spring switch west end Midas siding, before passing over.

RULE 605. INTERLOCKING

Emigrant Gap—Limits as follows:

On No. 1 Track from interlocking signal located 100 feet west of house track spur to Signal 1711, 500 feet west of turn-table.

On No. 2 Track from clearance of crossover to Signal 1716, 60 feet east of east switch of crossover.

Electrically operated derail located 60 feet west of interlocking signal west of house track spur switch on No. 1 Track.

When instructed to operate derail by hand, be governed by instructions on sign at derail.

East switch of crossover equipped with electric lock.

Derail located at clearance on east lead of turn-table and equipped with electric lock.

Trainmen or enginemen will not unlock or throw the west switch of crossover when making crossover movement, until the east switch of crossover has been lined.

Trainmen or enginemen will not unlock or throw switch to east lead of turn-table until derail has been closed.

Westward movement from west lead of turn-table or from fire-train crossover will not be made until permission is given by operator.

Norden. Interlocking limits extend on No. 1 Track from westward signal 100 feet east of east switch Eder crossovers to eastward signal 100 feet west of west switch Eder crossovers; and from westward signal 200 feet west of west switch Donner siding to signal bridge 775 feet west of Norden train-order office, and interlocking limits on No. 2 Track extend from signal bridge 775 feet west of Norden train-order office to westward signal 300 feet east of Eder crossovers. Both crossovers at Eder are under control of signal operator at Norden. Both switches of east crossovers are power operated, and both switches of west crossover are hand-throw switches, but equipped with electric locks which must be released by operator before they can be hand-thrown.

On No. 1 Track, westward movement governed by two-unit signal 100 feet east of Eder crossovers, upper unit for No. 1 Track and lower unit for diverging route through crossover. Eastward movement on No. 1 Track governed by single unit signal 100 feet west of Eder crossover.

On No. 2 Track eastward movement governed by two-unit signal 50 feet west of Eder crossovers, upper unit for No. 2 Track and lower unit for diverging route through east crossover. Westward movement on No. 2 Track governed by single unit signal 300 feet east of Eder crossovers.

When desired to use west crossover at Eder consult operator at Norden by phone to release electric lock. Train must not pass interlocking signal until both switches have been lined. Electric locks cannot be released with train standing between interlocking signals.

Telephones are located on shed post near eastward signal on No. 1 Track, and in shanty at east end of snowshed on No. 2 Track.

When instructed by signal operator to hand throw power operated switches, carefully follow instructions posted near telephones.

Fire Train Spur—Switch and derail hand operated, derail electrically locked and must not be thrown until permission has been obtained from signal operator.

Run-around Tracks—Trains or engines occupying run-around track must obtain permission from signal operator before lining switch to siding.

Spur track switches must not be lined for movement to siding without first obtaining permission from signal operator.

When permission is given by signal operator to eastward trains to pass interlocking signals located on main track and on siding east end of Norden, trains must wait ten minutes and then be preceded by flagman according to rules and follow flagman 10 minutes to next home signal or clear distant signal.

When interlocking home signal located approximately 300 feet west of west switch at Donner indicates "stop", westward trains will stop to clear west switch of Donner siding.

Two indication light signals on westward turn-table lead to No. 2 track, Norden. Signal is located on left side of track and 92 feet east of Signal 48-a, and is a repeater signal used in connection with Signal 48-a, governing westward movement from turn-table lead to No. 2 track.

Call-on signals on certain interlocking signal masts are normally dark, but when displaying flashing yellow light are authority to pass interlocking signal at stop without obtaining permission from operator to couple to train or engine; movement to be made with caution.

Within Norden interlocking trains may occupy main track without rear end protection. Signal operator must not authorize a train to pass interlocking signal in stop position until he has assured himself that conductor and engineer of all trains involved are fully acquainted with intended move so that proper protection will be provided.

When westward trains are moved against current of traffic Eder to Norden, no eastward train or light engine may be permitted to occupy No. 2 Track between signal bridge 775 feet west of train-order office and east switch Norden except for movement from No. 2 Track to siding.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires movement as follows
M	7 ft. mast	Bowman	Proceed to Colfax
M	1408	Colfax	Proceed to train-order office
S	1408	Colfax	Enter siding
M	1514	Gold Run	Proceed to Knapp
M	1642	Knapp	Proceed to Emigrant Gap
S	1642	Knapp	Enter siding
M	1656	East end siding Knapp	Enter eastward track and proceed to Emigrant Gap
M	1706	Emigrant Gap	Proceed to train-order office
S	1706	Emigrant Gap	Enter siding
M	2331	Verdi	Proceed to Hinton
M	2201	Hinton	Proceed to Truckee
M	2091	Truckee	Proceed to train-order office
S	2091	Truckee	Enter westward siding
S	1611	Midas	Enter middle siding expecting to pass a train on main track
W	1601	West end Midas	Wait 15 mins. for following train or light engine to pass
M	1539	Gold Run	Proceed to Colfax
S	1297	Bowman	Enter westward siding expecting to pass a train on main track
W	1277	West end Bowman	Wait 15 mins. for following train or light engine to pass

RULE 825. Portable rail skids are hung on posts at lower end of sidings at the following stations:

Bowman Gold Run Midas Hinton Verdi

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative before engine is detached.

Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. TRAIN INSPECTION

Freight trains and light engines not equipped with tire coolers (except Mallets), on descending grade will stop between switches, as indicated, at following stations for inspection and heat radiation, where trainmen must make careful inspection of all cars, and enginemen inspect engines.

Eastward		Westward	
Norden	10 mins.	Summit	10 mins.
Stanford	10 mins.	Troy	10 mins.
(Stop must be made west of culvert 202.31)		Yuba Pass	10 mins.
		Knapp	5 mins.
Truckee	10 mins.	(for heat radiation)	
		Midas	10 mins.
		Gold Run	10 mins.
		Bowman	10 mins.

In addition, running inspection must be made of westward freight trains at Colfax, and speed must be regulated so this may be accomplished.

During storm conditions, when snow on ground, inspection may be made at Crystal Lake instead of Yuba Pass, and in that event a stop of five minutes must be made at Emigrant Gap for heat radiation. Trains may inspect at Auburn instead of Bowman in the event Bowman occupied, or if necessary to let a train by at Auburn.

Light engines equipped with tire coolers, on descending grade must stop at Truckee, Emigrant Gap and Colfax to inspect engine.

At points between Roseville and Sparks where freight trains stop for inspection, enginemen will drain water from main reservoirs and dirt collectors on engines.

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection.

RULE 869. Freight brakemen must be on top of train on descending grades between Truckee and Loomis, except between Andover and Emigrant Gap.

On freight trains between Lawton and Loomis, member of train crew will observe track from rear of caboose so train may be stopped in event of derailment. Two Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

When practicable, trainman must ride rear platform or in rear car on all trains and in a position to observe fire that may be set from moving train while passing through wooden lined tunnels and over long open-deck wood trestles.

AIR BRAKE RULES

RULE 17. Retainers must be used on freight and mixed trains on descending grades as follows:

Norden to Truckee. One valve for every 120 Ms in train.

Summit to Yuba Pass. One valve for every 140 Ms in train.

Yuba Pass to Loomis. One valve for every 100 Ms in train.

Exception: If tonnage exceeds the amount of Ms specified for each retainer, trains may be handled Yuba Pass to Loomis with up to 110 Ms, and Norden to Truckee with up to 125 Ms per operative retainer if necessary. Not necessary to turn down retainers at Loomis unless stop is made for other reason.

Retainers must not be turned down on eastward freight trains at Truckee until engine has passed west switch of house track.

Retainers must be used on passenger trains on descending grades as follows:

Norden to Truckee. All retainers on solid express trains, and all accessible retainers on other trains.

Summit to Loomis. All retainers.

FREIGHT TRAINS

RULE 22. Hand brakes on outgoing trains at Roseville must not be released until engine is coupled to train or yard air is through train.

RULE 25. Rear end test on freight trains must be made immediately prior to leaving Norden on eastward trains; and at Truckee, Summit and Norden on westward trains.

At Colfax on ascending grade, rear end test will be made in accordance with Rule 25(a). Whistle signal 14(b) from rear helper engine will indicate that brake pipe pressure has been restored and train ready to proceed.

RULE 33. Gross tonnage of any freight train must not exceed the Ms per operative brake between the stations shown below:

Norden to Truckee	125 Ms
Summit to Yuba Pass	140 Ms
Yuba Pass to Loomis	110 Ms

PASSENGER TRAINS

RULE 39. Running test must be made on westward trains just after emerging from Tunnel 6 west of Donner.

MISCELLANEOUS

1. Take water only in emergency at Blue Canon.

Eastward freight trains stopping at Colfax for water with helper engines in train, lead engine should stop clear of fouling point of siding.

Light engines in either direction must not take water at Emigrant Gap, Blue Canon, Knapp, or Colfax except in emergency, and then only sufficient to make next water tank.

Colfax helpers may return to Colfax for water, but if time permits should take full tank at Towle.

After taking water at water columns at Colfax or Truckee, spout must be left cleared, and spout of eastward column pointing east, and spout of westward column pointing west.

2. Eastward passenger trains stopping at Reno, do so clear of Virginia Street.

Eastward trains will approach crossing at Colfax with caution when westward trains are in the vicinity of the crossing.

4. Helper service:

Eastward freight trains with three AC class engines from Roseville or Colfax will place first helper four cars ahead of caboose and second helper separated from the first by eleven cars. If consolidated class helper added at Colfax it will be placed ahead of road engine.

Eastward freight trains from Roseville with one helper other than AC class will place same one car ahead of caboose and if more than one helper required the engines must be separated by eleven cars.

Eastward freight trains requiring one, and not to exceed two helpers other than AC class from Colfax will place them in train one car ahead of caboose.

Westward freight trains requiring two helpers from Truckee will place one helper next ahead of caboose and separate the second helper from the first by five cars.

Westward freight trains cutting out helpers at Summit will observe car marker boards and make stop accordingly. If cars other than caboose are to be coupled, helper will shove rear of train to a coupling, then stretch train to insure coupling properly made, after which rear end test must be made. Trainmen will then turn up retainers, after which they will notify enginemen they are ready to move to eating house.

5. Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with caution.

10. Storage tanks of Standard Oil Company near tracks at MP 107.9 between Roseville and Rocklin, flues of engines must not be sanded until engine has passed this point.

ENGINES LISTED MUST NOT OPERATE ON TRACKS SHOWN BELOW:

Class of Engine		RESTRICTED TRACKS
F, AC, Mk, Mt, GS...	Auburn, Nevada St.	Spurs.
"	Clipper Gap.......	Team track east of road crossing
"	Colfax............	Material spur in west yard.
"	Rocklin...........	Team and house tracks.
"	Loomis............	House track, Tracks 1, 2 and 3, and Pacific spur.
"	Penryn............	Fruit spurs west of station.
"	Auburn............	Standard Oil spur and High line.
"	New England Mills.	Spur, west of tool house.
"	Magra.............	Spur.
"	Alta..............	Spur.
"	Towle.............	Spur.
"	Yuba Pass.........	Spurs.
"	Crystal Lake......	Spur on south side No. 2 Track.
Engines heavier than 200,000 pounds on drivers...........	Cisco.............	Campbell spur.
"	Troy..............	Lumber spur.
"	Summit............	Lumber spur.
"	Truckee...........	Hotel spur; Standard Oil spur; Associated Oil spur; Hobart circle; Hobart team; Pat Henry spur.
"	Boca..............	House track and corral.
"	Floriston.........	Mill track and house track.
"	Verdi.............	House track.
"	Mogul.............	Spur.
"	Calvada...........	Spur.
AC-4-5-6-7-8-10-11-12.	Colfax............	Corral track west of corral; bunk spur; house track and house lead east of freight house; team track beyond east end of freight house platform; scale track.
Engines heavier than 200,000 pounds on drivers...........	Auburn............	House track.

Engines turning at Colfax must begin the movement on west leg of wye, initial switch located just east of PFE icing deck.

Load limit (car and contents):
Roseville-Sparks ....240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

11. Tracks between Roseville and Sparks numbered, and unless otherwise authorized, will be used as double track as follows:

No. 1 westward trains, via Auburn and
No. 2 eastward trains, via Auburn, Nevada Street.

14. From May 1 to Nov. 1, sprinklers will be placed in service on westward freight trains and light engines, Norden to Loomis, and on eastward freight trains and light engines Norden to Truckee.

Sprinklers are to be kept open while train is in motion; where long stops are made they will be closed temporarily to avoid waste of water.

24. Minimum clearances for rotary plows:

Rotary snow plows 7210 and 7222 equipped with wings will not clear rock cut on No. 2 Track 700 feet east of MP 155, nor rock cut on No. 1 Track at MP 158.4, nor snow sheds and tunnels when wings are extended.

It will be necessary for rotary snow plows 7210 and 7222 to stop for "Leave siding signal" at west end Midas siding, and lay this signal down before passing it.

All rotaries will not properly clear ground throw switches with switch lamps and it will be necessary to remove switch lamps before passing and then replace them.

Rotary snow plows must come to a stop when a train or engine is passing on adjacent track.

Rotary snow plows equipped with wide wings must not pass other rotaries so equipped, on adjacent track until it is known that proper clearance exists.

Flangers operating in snow territory must raise flanger blades and stop while train or engine is passing on adjacent track.

OPERATION OF TURNTABLES

26. Yellow light signals on leads from turntable at Norden. These signals will indicate route to be used from turntable. If no indication visible when engine is ready to leave turntable, telephone signal operator at Norden for instructions.

Turntable equipped with rail locks each end. Before moving onto table from any lead table must be lined so engine will enter from rail lock end only. Engines when backing and approaching table from lead from eastward siding, east end, will stop to clear table and fireman after properly lining and locking table will signal engineer to move onto table by green light controlled by push button located on post of turntable shed on engineer's side. This signal does not indicate position of turntable or turntable lock. Engines leaving turntable will leave from rail lock end. In making movements to or from turntable it will not be necessary to lock opposite end of table.

Norden turntable must not be moved until engineer signals fireman engine is properly spotted and brakes applied.

Marker posts are placed on each end of the Norden turntable to aid in spotting engines. AC class engines must be spotted with center of cab door directly opposite a marker post to avoid couplers striking concrete piers when turning.

Enginemen must see that knuckles on both ends of engine are closed before turning engine.

Normal position turntables will be as follows:

Emigrant Gap....East approach, with motor on east end.
Norden..........East approach to eastward track.

Trainmen and enginemen using these turntables must leave them lined as shown above.

Engineer or fireman, preferably engineer, must remain in the cab of engine at all times when engines are being turned at Norden and Emigrant Gap.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
	(ROSEVILLE-SPARKS—EASTWARD)	
111.21	East of Rocklin	Antelope Creek Bridge............Side
114.2	East of Rocklin	Tunnel No. 15..........Side and Overhead
114.7	East of Rocklin	Tunnel No. 16..........Side and Overhead
117.3	East of Lincoln Ave., Penryn	Tunnel No. 17..........Side and Overhead
120.5	East of Newcastle	Tunnel No. 18..........Side and Overhead
122.7	East of Newcastle	Tunnel No. 19..........Side and Overhead
123.1	East of Newcastle	Tunnel No. 20..........Side and Overhead
124.6	East of Nevada St., Auburn	Tunnel No. 21..........Side and Overhead
131.2	East of Bowman	Tunnel No. 22..........Side and Overhead
132.7	East of Clipper Gap	Tunnel No. 23..........Side and Overhead
132.9	East of Clipper Gap	Tunnel No. 24..........Side and Overhead
133.1	East of Clipper Gap	Tunnel No. 25..........Side and Overhead
133.3	East of Clipper Gap	Tunnel No. 26..........Side and Overhead
133.8	East of Clipper Gap	Tunnel No. 27..........Side and Overhead
134.8	East of Applegate	Tunnel No. 28..........Side and Overhead
135.9	East of Applegate	Tunnel No. 29..........Side and Overhead
138.7	East of New England Mills	Tunnel No. 30..........Side and Overhead
139.2	East of New England Mills	Tunnel No. 31..........Side and Overhead
139.4	East of New England Mills	Tunnel No. 32..........Side and Overhead
141.7	Colfax, West of station	Signal 1414............Side
152.2	Gold Run, East of station	Water Column............Side
152.2	Gold Run, East of station	Oil Column............Side
164.3	Knapp	Tunnel No. 1..........Side and Overhead
164.3	Knapp	Lower Water Column............Side
166.6	Blue Canon, West of station	Signal 1656............Side
166.6	Blue Canon, East of station	Water Column............Side
171.43 to		
200.0	West of Tunnel 13	Signal 2002............Side
201.27	Emigrant Gap to Andover	Snowsheds and signals in Snowsheds ....Side and Overhead
171.8	Emigrant Gap	Signal 1718............Side
184.6	Troy, West end Summer Siding	Signal 1846............Side
197.0	Eder, East of Snowshed	Signal 1978............Side
201.27 to	(SPARKS-ROSEVILLE—WESTWARD)	
200.0	West of Tunnel 42	Signal 2002............Side
171.43	Andover to Emigrant Gap	Snowsheds and signals in Snowsheds ....Side and Overhead
200.22	Andover	Tunnel No. 13..........Side and Overhead
197.0	Eder, East of Snowshed	Signal 4L............Side
195.7	West of Donner	Tunnel No. 12..........Side and Overhead
195.4	West of Donner	Tunnel No. 11..........Side and Overhead
195.1	West of Donner	Tunnel No. 10..........Side and Overhead
194.9	West of Donner	Tunnel No. 9..........Side and Overhead
194.3	West of Donner	Tunnel No. 8..........Side and Overhead
194.1	West of Donner	Tunnel No. 7..........Side and Overhead
193.7	West of Donner	Tunnel No. 6..........Side and Overhead
185.0	Troy	Signal 1846............Side
181.0	West of Troy	Tunnel No. 4..........Side and Overhead
180.7	West of Troy	Tunnel No. 3..........Side and Overhead
166.0	Blue Canon, East of station	Water Column............Side
164.3	West of Knapp	Tunnel No. 1..........Side and Overhead
152.2	Gold Run, East of station	Oil Column............Side
141.7	Colfax, East of station	Signal 1425............Side
141.7	Colfax, West of station	Water Column............Side
141.7	Colfax, West of station	Signal 1415............Side
122.66	West of Auburn	Rock Cut............Side
122.52	West of Auburn	Rock Cut............Side
122.2	West of Auburn	Bloomer Cut............Side
122.0	West of Auburn	Rock Cut............Side

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK.

For Eastward Trains No. 2 Track			For Westward Trains No. 1 Track		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
106.7	106.7	108.12	247.84	247.14	245.12
112.3	113.0	141.7	244.75	244.00	242.1
140.89	141.7	208.87	241.68	240.93	238.88
*208.23	*208.0	*208.87	239.55	238.8	209.1
209.1	208.87	238.8	209.85	209.1	113.26
238.14	238.8	240.93	*209.85	*209.1	*208.0
241.36	242.1	244.0	*208.75	*208.0	*113.26
244.36	245.12	247.14	112.02	111.27	111.03
			108.87	108.12	106.66

*Applies to Streamliner Only.

FIRE ALARM BOX LOCATIONS KNAPP TO ANDOVER

No. Box	LOCATION	MP
7	Emigrant Gap. East end of snow shed	171.6
8	East of Signal 1725	172.5
9	At Signal 1735, east of Smart	173.7
12	One mile east of Smart	174.2
13	Crystal Lake, near east switch	178.0
14	Crystal Lake, near section house	178.4
15	Crystal Lake, west end of shed No. 9	178.6
16	Crystal Lake, slide detector fence	178.7
17	West end Butte Canyon Bridge	178.9
18	East end of shed No. 10	179.1
19	Opposite section house at Cisco	180.3
21	At Signal 1841, east of Cisco	184.0
22	West of west switch No. 1 track, Troy	185.5
23	Troy, middle siding	185.8
24	Troy, middle siding	186.1
25	Troy, east switch of middle siding	186.3
26	East end lower Cascade Bridge	186.8
27	East end upper Cascade Bridge	187.6
28	West end snow shed, west of Norden	191.8
29	No. 1 track Norden, east of cook house	192.5
31	No. 1 track Norden, Summit crossovers	193.0
32	No. 1 track, west of Tunnel 6	193.6
33	No. 1 track, east of Tunnel 6	194.2
34	No. 1 track, east of Tunnel 8	194.7
35	No. 1 track, east of Tunnel 10	195.2
36	No. 1 track, east of Tunnel 11	195.7
37	No. 1 track, on top of Tunnel 12	195.8
39	Snow shed Eder crossovers	197.7
41	West end of shed No. 46	198.0
42	West end of shed No. 47	198.6
43	East end of shed No. 47	199.0
44	West of Tunnel 13	200.0
46	Opposite Andover section house	200.5
49	Norden turntable house	192.1
51	No. 2 track, east switch, runaround track	192.6
52	No. 2 track Norden, road crossing	193.0
53	No. 2 track Norden, east switch	193.2
54	No. 2 track east portal Tunnel 41	195.5

Code signals following box numbers are as follows:
One—East. Two—West. Three—Broken rail. Four—Track men. Five—slide. Six—Fire.

SPECIAL AUTOMATIC ALARM BOXES

8	Slide, east end Crystal Lake shed No. 2 track.
14	Fire, shed west end Tunnels No. 13 and No. 42, Andover.

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
	PASSENGER								*FREIGHT AND MIXED							
	DEP with Streamlined CITY OF SAN FRANCISCO	DEP P-7-8-10-12 A Mt GS	DEF E P-1-3-4-5-6-11	T-26-32-37-40 AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB) SP B (if CCB)	AM B (if not CCB)	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3	C-15-17-32 Mk-10-11 MM	With no Restricted Cars (see note)	With Restricted Cars (see note)	DEP DEF E P A Mt GS	DES 1 to 7 DES 100 to 107 T-26-32-37-40 Mk-5-6-7-8-9 F (if CCB) AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 F (if not CCB) SP B	DES-200 C-15-17-32 TW Mk-2-4-10-11 AC-1-2-3 AM MM	DES DEP DEF E T P C TW A Mk F Mt GS SP B	M AC AM MM
COLUMN:	A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NO. 2 TRACK																
Roseville to Colfax, except	70	50	50	50	50	45	40	35	35	35	35	35	35	30	20	20
MP 106.66 to MP 108.12	40	35	35	35	35	35	35	35	25	25	25	25	25	25	15	15
MP 113.00 to MP 141.70 (curves)	50	45	45	45	45	45	40	35	35	35	35	35	35	30	20	20
Colfax to MP 208.00 (Truckee), except	35	35	35	35	35	35	35	35	20	20	30	30	30	30	15	15
On curves	32	30	30	30	30	30	30	30	20	20	30	30	30	30	15	15
MP 152.00 to MP 153.00	35	35	35	35	35	35	35	35	30	30	35	35	35	30	15	15
MP 203.00 to MP 204.00	35	35	35	35	35	35	35	35	20	20	35	35	35	30	15	15
Truckee to Sparks (Dispr. Off.), except	45	40	40	40	40	40	40	35	35	35	35	35	35	30	25	20
MP 208.00 to MP 208.87	40	35	35	35	35	35	35	35	20	20	30	30	30	30	15	15
MP 238.80 to MP 240.93	45	40	40	40	40	40	40	35	30	30	35	35	35	30	20	20
MP 242.10 to MP 244.00 (Reno)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15
MP 245.12 to MP 247.14 (Sparks)	20	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
NO. 1 TRACK																
Sparks (Dispr. Off.) to Truckee, except	45	40	40	40	40	40	40	35	35	35	35	35	35	30	25	20
MP 247.14 to MP 245.12 (Sparks)	20	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
MP 244.00 to MP 242.10 (Reno)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15
MP 240.93 to MP 238.88 (curves)	45	40	40	40	40	40	40	35	30	30	35	35	35	30	20	20
MP 209.10 to MP 208.00	40	35	35	35	35	35	35	35	20	20	30	30	30	30	15	15
Truckee to Loomis, except	35	35	35	35	35	35	35	35	20	20	30	30	30	30	15	15
On curves	32	30	30	30	30	30	30	30	20	20	30	30	30	30	15	15
Loomis to Roseville, except	70	50	50	50	50	45	40	35	35	35	45	40	35	30	30	25
MP 111.27 to MP 111.03 (curve)	40	35	35	35	35	35	35	35	35	35	35	35	35	30	15	15
MP 108.12 to MP 106.66	40	40	40	40	40	40	40	35	15	15	15	15	15	15	15	15

*Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.

(Note) **RESTRICTED CARS:** Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars; and cars with arch-bar trucks.

When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in Column A, and permissible speed as indicated on SIGNAL speed boards, must be reduced by 5 MPH.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

RULE 10(J). Light engines may make speed shown in Speed Restrictions table in territory where such speed is in excess of that authorized by speed board.

SPEED RESTRICTIONS UNLESS OTHERWISE FURTHER RESTRICTED

Class of Engine	Station, Territory, Structure	MPH
All	Flangers, between Lawton and Loomis	30
All	Rotaries between Lawton and Loomis, except	25
	when pushed by engine	20
All	Fire trains, with water cars full	25
All	Fire trains with water cars less than three-fourths full. Water cars must be kept full when possible	20
All	Passing waiting room Norden just east of train-order office	10

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other side tracks, crossovers, turnouts and slip-switches except:	15
Through any siding, crossover, turnout, or slip-switch with engine backing except	10
F-class engines backing through any switch	6

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Roseville to Colfax via No. 2 Track	Colfax to Sparks via No. 2 Track Roseville to Colfax via No. 1 Track	Sparks to Truckee	Truckee to Summit
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	650	350	1000	450
DES-100 to 107	1300 to 1395	1050	600	1600	750
E-23	1500 and 1502	770	450	1250	600
M-4	1617 to 1713	1050	690	1650	800
M-6, 8	1721 to 1803, 1823 to 1825	1300	870	2000	1000
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	1400	930	2150	1050
M-11	1832 to 1835	1400	930	2150	1050
T-1	2242 to 2271	900	590	1400	680
T-8, 9	2161, 2174 and 2178	630	370	1000	490
T-23	2301 to 2310	1350	920	2100	1050
T-26	2283 to 2299	1150	750	1800	870
T-28, 31	2311 to 2362	1500	1000	2350	1150
T-32, 40	2363 to 2384	1450	970	2300	1100
T-36	2103	1000	630	1550	810
T-37	2105 and 2106	1350	840	2100	1050
T-57, 58	2385 and 2386	1200	760	1900	980
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	1100	700	1800	950
P-1	2400, 2403 to 2407 and 2415	1100	700	1800	950
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	1250	780	2000	1050
P-6	2453, 2454 and 2458	1450	890	2300	1150
P-7	2476 and 2477	1600	980	2500	1250
P-8, 10	2461 to 2474, 2478 to 2483	1550	990	2550	1350
P-8, 10	2475,2484 to 2491	1550	990	2550	1350
P-11	3100 to 3109	1250	770	2000	1000
P-12	3120 to 3129	1600	1000	2600	1400
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	1700	1150	2600	1300
C-15, 32	2500, 2505 to 2507	1050	660	1650	850
C-17	2510 and 2511	1300	850	2050	1100
C-18	3400 to 3409	1550	980	2350	1250
C-19	3410 to 3426	1600	1000	2450	1300
TW-1	2900 to 2913	1250	790	1950	1000
TW-2, 3	2932 to 2952	1000	620	1550	800
TW-4, 6	2926 to 2931 and 2957	940	570	1450	740
TW-8	2914 to 2923	1450	970	2200	1250
A-3	3029	880	500	1400	680
A-3	3025, 3036, 3052 and 3057	920	520	1500	710
A-6	3000 to 3003	1100	650	1750	860
Mk-2, 4	3201 to 3240	1900	1250	2950	1600
Mk-5, 6	3241 to 3277	2100	1400	3250	1850
Mk-7, 8, 9	3300 to 3324	2300	1500	3500	2000
Mk-10	3295	1800	1150	2750	1450
Mk-11	3297 and 3298	1750	1100	2650	1400
F-1	3600 to 3652	2450	1650	3750	2100
F-3	3653 to 3667	2750	1850	4300	2400
F-4, 5	3668 to 3769	2750	1850	4300	2400
AM-2	3900 to 3911	2700	1800	4200	2300
MM-3	3930 and 3931	3100	1950	4950	2550
AC-1, 2, 3	4000 to 4048	3400	2150	5200	2750
AC-4, 5	4100 to 4125	4450	2800	6800	3550
AC-6 to 12	3800 to 3811, 4126 to 4294	4800	2900	7300	3700
Mt-1, 3, 4, 5	4300 to 4376	2150	1400	3400	1850
Mt-2	4385 to 4390	2400	1450	3750	1900
GS-1, 2	4400 to 4415	2250	1450	3600	1950
GS-3, 4, 5, 6	4416 to 4469	2350	1550	3700	2050
SP-1, 2, 3	5000 to 5048	3250	2050	5050	2650
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	3	6	3
	45 Ms to 55 Ms	3	3	3	3
	More than 55 Ms	0	0	0	0

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 7 (B). Yardmen must use green flag by day and green light by night in giving proceed signals for movement of trains at Roseville, except that proceed signal for movement from Tehama line yellow flag by day and yellow light by night must be used.

RULE 10 (J). Speed boards placed to the left of track in current of traffic direction but with one track intervening:
Eastward at MP 104.37 Roseville bears figures 20-15.

RULE 14 (d). As specified below, — — — — o, will be indication that flagman may return from west as prescribed by Rule 99.
Tehama on Davis line.

RULE 14 (e). As specified below, — — — — — — will be indication that flagman may return from east as prescribed by Rule 99.
Roseville on Tehama line.
Berg on Yuba City Branch.

RULE 82 (A). Crews ordered for No. 527 at Stirling City may assume that schedule without clearance.

Crew arriving Tehama on No. 201, also sections of that schedule holding proper train-order authority, may assume corresponding schedule or section at Tehama without clearance.

RULE 83 (A). At the following stations, only the trains indicated will register:

Roseville—All trains register at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station. Operator at passenger station report arrival and departure of first-class trains to operator at yard office during those hours, and registration must be repeated for verification.

Marysville, Chico—Trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Roseville—All trains at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

MP West			MP East
102.04	Roseville	(Eastward and No. 2 Track)	110.87
102.04	"	(No. 1 and Westward Track)	110.87
	"	(Tehama line)	107.71
138.75	Marysville		143.94
	"	(Oroville Br.)	124.44
	"	(Dantoni Br.)	144.25
182.61	Chico		185.36
	"	(Stirling City Br.)	187.06
146.40	Oroville		147.95
146.78	Yuba City		148.24

Yard limit boards located to left of track:
Eastward approaching Gerber.

Roseville: Eastward first-class trains to Tehama line must make station stop with rear end clear of west drill track.

Westward trains except first-class, from Tehama line must not pass Signal 1065 unless proceed signal received from yardman.

Westward trains finding Signal 1065 displaying stop indication must stop, and may then proceed with caution if proceed signal received from yardman.

Westward trains except first-class, moving on westward main track, or on west drill or west yard tracks, must not pass fouling point of switch to westward main track just east of scale house (east of subway) unless proceed signal received from yardman.

Eastward trains finding Signal 1064 displaying stop indication must stop, and may proceed only when proceed signal received from yardman. Upper unit governs movement on No. 2 Track; lower unit governs movement to Tehama line.

RULE 98. Railroad crossings at grade and drawbridges not interlocked:

Roseville. Eastward main track of Tehama line crosses No. 1 Track of Sparks line and west drill track at passenger station. Trains or engines moving in either direction on west drill track or against current of traffic on No. 1 Track may move over this crossing without stopping, provided crossing is seen to be clear and no train or engine approaching on intersecting line, and proceed signal is received from yardman.

Yuba City. SNRy at Bridge St., and at B St.—Stop within 200 feet of crossings.

MP 186.6 on Stirling City Br. SNRy crossing—Stop within 200 feet of crossing.

RULE 99. Roseville. Westward trains except first-class, having received proceed signal from yardman to pass Signal 1065 or 1067 to move on westward main track, and rear of train having passed either of these signals, need not provide flag protection to the rear if stopped or delayed, until rear end passes subway. Protection between these points will be the responsibility of yardmaster or his representative. Protection east of these signals, and beyond subway must be provided by train or engine crew.

RULE 103 (A). Trains and engines must stop and be preceded by flagman before crossing highways at:
Clayton, on both spurs.
Marysville, Fourth St. crossing on Old Cannery track.
Wilson, at Wilson road crossing.

RULE 104. The normal position of rigid switches at junctions:

Dantoni Jct.	Dantoni Br., for Tehama line.
Berg	Yuba City Br., for siding.
Chico	Stirling City Br., for yard track No. 1.

RULE 204. Trains of Sacramento and East Valley Subdivisions with the same conductor operating through Roseville may be issued train orders on one subdivision that affect their movement on either or another of these subdivisions, and when engine crew is changed or helper engine is added, copy of all orders must be delivered to such engineer by conductor.

Trains to or from East Valley Subdivision with the same conductor and engineer operating through Tehama may be issued train orders on East Valley Subdivision or West Valley Subdivision that affect their movement on either of these subdivisions.

RULE 221. **Roseville**—Train-order office located in yard office building is open continuously. Train-order office in passenger station is open from 11:00 PM to 8:00 AM daily, and is train-order office for first-class trains and trains of passenger equipment only. Between 11:00 PM and 8:00 AM first-class trains and trains of passenger equipment will receive clearance at passenger station and not at yard office.

All trains must obtain clearance before leaving Yuba City.

RULE 510. The following block signals, equipped with triangular number plate displaying the letter "P", have included in their control limits some special protective device.

Eastward		Westward
P-1068 P-1070	Spring switch, end double track MP 106.88	P-1069
P-1082	Collision detector, highway underpass, MP 108.22	P-1089
P-1344	High water detector, bridge 135.80	P-1371
P-1406	Spring switch west end siding Marysville	
P-1906	High water detector, bridge 191.83	P-1927
P-2104	Collision detector, county road underpass, MP 210.7	P-2111

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions Table must not be exceeded while trailing through them:

Location	Normal Position
Marysville, West end siding	Main track

Spring switches not equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions Table must not be exceeded while passing over them in facing movement, or in trailing through them:

Location	Normal Position
Roseville—End double track, Tehama line	Westward track

RULE 605. INTERLOCKING

Binney Jct. Tower. WPRR crossing of wye track and Tehama line main track.

Whistle signals:
Main track to or from Tehama — o o o o.
Siding to or from Tehama o — — —.
Siding to or from Oroville — — — o.
Siding to or from west leg of wye o o o — —.
Main track to or from west leg of wye — — o o o.
Main track to or from east leg of wye o —.

Tehama-Gerber—Interlocking limits on main track extend from signal 398 feet west of Tehama junction switch on Davis line and signal 293 feet west of Tehama junction switch on Roseville line to signal 48 feet west of west switch No. 1 track Gerber yard. Interlocking limits on siding extend from west switch to dwarf semi-automatic signal 295 feet east of west switch Gerber siding.

Top unit of signal on Roseville line 293 feet west of Tehama junction switch governs movement on main track. Lower unit governs movement to Gerber siding.

Top unit of semi-automatic signal at west end siding Gerber governs movement to Davis line; lower unit governs movement to Roseville line.

East switch of crossover between main track and Gerber siding is equipped with an electric lock. Permission to move from siding to main track through this crossover must be obtained from the operator. The electric lock on the east switch must first be operated in accordance with instructions posted inside of door of electric lock located at switch, after which manually line the east switch and then line the west switch.

Trains using crossover from main track to siding must first manually line west crossover switch, then operate electric lock in accordance with instructions posted inside door of electric lock located at the east crossover switch after which manually line the switch.

Trains authorized to enter Gerber siding through crossover must have engine east of interlocking signal before electric lock can be operated.

AUTOMATIC INTERLOCKING

Live Oak—Crossing SNRy one-half mile east of Live Oak.

Trains must not exceed 30 MPH between home signal and crossing.

When trains are stopped by signals governing the use of automatic interlockings, flagman must be sent to crossing to operate clock-work time release. Release must not be operated when trains are between home signals or seen approaching on intersecting line.

After release has been operated, a red indicator light should be displayed over release and home signal should indicate proceed or red indicator on home signal mast be displayed. Trains may then proceed.

If red indicator lights are not displayed, trains may proceed over crossing as provided by Rule 663.

Instructions for operating time release are posted on door of box.

GENERAL REGULATIONS

RULE 825. Track between station and Stirling City branch main track at Chico must be kept clear of cars.

RULE 829. Westward freight trains stopping at Chico to perform switching or to take water, must stop east of Sacramento Ave., or cut train at that point to permit the passage of traffic over tracks.

RULE 836. Cars must not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

RULE 827. TRAIN INSPECTION

Freight trains and light engines not equipped with tire coolers, on descending grade will stop between switches, as indicated, at following stations for inspection and heat radiation, where trainmen must make careful inspection of all cars and enginemen inspect engines:

Westward at Doon 10 mins., Paradise 5 mins. (for heat radiation), and MP 192.6 on Stirling City Branch 10 mins.

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection, except when conditions favorable, freight trains may make continuous run Roseville to Biggs, or Gerber to Biggs, without making additional stop for inspection if in the judgment of conductor and engineer it is safe to do so, but must make inspection if stopped for other reasons.

AIR BRAKE RULES

RULE 17. Retainers must be used on freight and mixed trains on descending grades as follows:

Stirling City to MP 186. One valve for every 80 Ms in train.

FREIGHT TRAINS

RULE 22. Hand brakes on outgoing trains at Roseville must not be released until engine is coupled to train or yard air is through train.

RULE 25. Rear end test on freight trains must be made immediately prior to leaving Stirling City on westward trains.

RULE 33. Gross tonnage of any freight train must not exceed 80 Ms per operative brake Stirling City to Chico.

MISCELLANEOUS

1. Take water only in emergency at Tudor.

In valley territory engines may take oil and water without cutting off from train at any point except westward freight trains at Marysville.

After taking water at water columns at Marysville or Chico, spout must be left cleared, and spout of eastward column pointing east, and spout of westward column pointing west.

4. Helper service:

Two engines must not be coupled on Stirling City Branch. Helper engine must be cut back in train.

10. ENGINES LISTED MUST NOT OPERATE ON TRACKS SHOWN BELOW:

Class of Engine		RESTRICTED TRACKS
F, AC, Mk, Mt, GS	Chico	Priol warehouse spur; Reynolds warehouse spur; No. 3 and No. 4 tracks.
"	Durham	Warehouse track.
"	Biggs	Brick warehouse spur east end yard.
"	Marysville	Strain warehouse—9th and B Sts.—(Engines must not enter warehouse)
F, AC	Clayton	Stockton Fire Brick spur across highway.
Engines heavier than 210,000 pounds on drivers	Marysville	Old Cannery spur.
"	Ewing	Corral track
"	Lincoln	Grain Growers elevator track.
Engines heavier than 200,000 pounds on drivers	Lincoln	Gladding McBean tracks.
All engines	Chico	Diamond Match Co. track at wye.
"	Marysville	Rio Grande Oil spur off E St.—(use reach).
Engines heavier than C class	Marysville	Within yard limits on Oroville line beyond Valley Meat corral track.
Engines heavier than C class	Erle	On Government tracks between interchange tracks and Camp Beale.
All engines	Dantoni	Industry track beyond 700 feet east of east switch of siding.

Load limit (car and contents):

Roseville-Tehama	240,000 pounds
Chico-Stirling City	210,000 pounds
Berg-Wilson	210,000 pounds
Dantoni Jct.-Dantoni	210,000 pounds
Marysville-Oroville	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

14. From May 1 to Nov. 1, sprinklers will be placed in service on westward freight trains and light engines Stirling City to Butte Creek bridge.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
	(BERG-WILSON)		
147.6	Yuba City	SNRy trolley wire, Bridge St.	Overhead
147.6	Yuba City	SNRy trolley wire, "B" St.	Overhead
156.6	Tudor	Water Tank	Side

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK.

For Eastward Trains			For Westward Trains		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
109.82	110.57	111.0	212.65	211.9	209.93
113.18	113.93	114.25	211.72	210.82	210.82
116.42	117.17	117.43	209.7	209.93	175.00
124.5	125.25	125.38	204.43	203.67	203.67
126.02	126.88	126.88	185.83	185.08	182.15
139.05	139.8	142.34	153.01	152.26	152.26
142.54	142.34	153.0	152.8	153.0	142.34
151.45	152.26	152.26	143.11	142.34	139.8
174.25	175.0	213.8	127.71	126.88	126.88
181.4	182.15	185.08	126.13	125.38	125.25
202.86	203.67	203.67	118.18	117.43	117.17
209.18	209.93	211.9	115.0	114.25	113.93
210.07	210.82	210.82	111.75	111.0	110.57
			107.54	106.79	106.65

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
	PASSENGER							*FREIGHT AND MIXED							
	DEP P-7-8-10-12 A Mt GS	DEF E P-1-3-4-5-6-11	T-26-32-37-40 AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB) SP B (if CCB)	AM B (if not CCB)	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3	C-15-17-32 Mk-10-11 MM	With no Restricted Cars (see note)	With Restricted Cars (see note)	DEP DEF E P A Mt GS	DES 1 to 7 DES 100 to 107 T-26-32-37-40 Mk-5-6-7-8-9 F (if CCB) AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 F (if not CCB) SP B	DES-200 C-15-17-32 TW Mk-2-4-10-11 AC-1-2-3 AM MM	DES A DEP Mk DEF F E Mt T GS P SP C B TW	M AC AM MM
COLUMN:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Between Roseville and Tehama, except	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 106.65-MP 106.79	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Roseville, over spring switch, end double track	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
MP 110.57-MP 111.00 (curves)	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25
MP 113.93-MP 114.25 (curve)	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25
MP 117.17-MP 117.43 (curve)	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25
MP 125.25-MP 125.38 (curve)	60	60	60	50	45	40	35	45	40	45	40	35	30	30	25
*Across Bear River bridge 126.88	*60	60	*60	*50	45	*40	35	*50	*40	*45	*40	*35	*30	*30	25
MP 138.80-MP 142.34 (Marysville)	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
MP 142.34-MP 152.30	50	50	50	50	45	40	35	35	35	35	35	35	30	30	25
Across SNRy. crossing, MP 152.30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP 152.30-MP 153.00	50	50	50	50	45	40	35	35	35	35	35	35	30	30	25
MP 153.00-MP 175.00	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25
MP 175.00-MP 182.15	50	50	50	50	45	40	35	35	35	35	35	35	30	30	25
MP 182.15-MP 185.08 (Chico)	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
MP 185.08-MP 203.67	50	50	50	50	45	40	35	35	35	35	35	35	30	30	25
*Across Deer Creek bridge 203.67	*50	50	*50	*50	45	*40	35	*35	*35	*35	*35	*35	*30	*30	25
MP 203.67-MP 209.93	50	50	50	50	45	40	35	35	35	35	35	35	30	30	25
MP 209.93-MP 211.90 (curves), except	35	35	35	35	35	35	35	35	35	35	35	35	30	30	25
*Across Sacramento River bridge 210.82	*50	50	*50	*50	45	*40	35	*35	*35	*35	*35	*35	*30	*30	25
MP 211.90-MP 213.00	50	50	50	50	45	40	35	35	35	35	35	35	30	30	25
MP 213.00-(Tehama)	35	35	35	35	35	35	35	35	35	35	35	35	30	30	25

***GS-AC-F Class Engines are restricted to 25 MPH over structure.**

***Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.**

(Note) **RESTRICTED CARS:** Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars; and cars with arch-bar trucks.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING WITH TRAIN OR LIGHT
Between Chico and Stirling City, except	30	25	25	20
MP 188.75-Stirling City	20	12	12	12
Between Dantoni Jct. and Dantoni	20	20	20	15
Between Marysville and Oroville	20	20	20	15
Between Berg and Wilson, except	25	25	25	20
Berg-Yuba City	**15**	**15**	**15**	**15**
*Across Sutter St., Teegarden Ave., Second St., and Teegarden Tract in Yuba City	**15**	**15**	**15**	**15**
MP 148.60-MP 148.80	25	18	18	18

*Regulated by City Ordinance.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side tracks, crossovers, turnouts and slip-switches except:	15
On track to Camp Beale—Erle, except	15
Over two bridges just west of guard station	6
Through any siding, crossover, turnout, or slip-switch with engine backing except	10
F class engines backing through any switch	6

EAST VALLEY SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Roseville and Gerber	Chico to Stirling City	Stirling City to Chico	Wilson and Berg	Dantoni Jct. and Dantoni	Marysville and Oroville
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	3200	....	....	....	....	....
DES-100 to 107	1300 to 1395	4800	....	....	....	....	....
E-23	1500 and 1502	3350	270	580	2600	2600	2600
M-4	1617 to 1713	4300	430	830	3400	3400	3400
M-6, 8	1721 to 1803, 1823 to 1825	5250	530	980	4150	4150	4150
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	5550	540	1020	4400	4400	4400
M-11	1832 to 1835	5550	570	1070	4400	4400	4400
T-1	2242 to 2271	3850	340	670	3100	3100	3100
T-8, 9	2161, 2174 and 2178	2750	250	500	2100	2100	2100
T-23	2301 to 2310	5550	550	1000	4400	4400	4400
T-26	2283 to 2299	4800	410	820	3900	3900	3900
T-28, 31	2311 to 2362	6050	600	1100	4800	4800	4800
T-32, 40	2363 to 2384	6150	645(A)	1150(A)	5050(A)	5050	....
T-36	2103	4050	400	750	3150	3150	3150
T-37	2105 and 2106	5450	510	980	4250	4250	4250
T-57, 58	2385 and 2386	4950	....	....	3850	3850	3850
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	4850	....	....	3800	3800	....
P-1	2400, 2403 to 2407 and 2415	4850	....	....	3800	3800	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5350	....	....	4150	4150	....
P-6	2453, 2454 and 2458	6100	....	....	4750	4750	....
P-7	2476 and 2477	6500	....	....	5050	5050	....
P-8, 10	2461 to 2474, 2478 to 2483	6750	....	....	....	5250	....
P-8, 10	2475,2484 to 2491	6750	....	....	....	5250	....
P-11	3100 to 3109	5300	....	....	4100	4100	....
P-12	3120 to 3129	7000	....	....	....	5350	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	6650	700	1250	5200	5200	....
C-15, 32	2500, 2505 to 2507	4250	450	800	3300	3300	....
C-17	2510 and 2511	5200	600	1000	4050	4050	....
C-18	3400 to 3409	6050	....	....	....	....	....
C-19	3410 to 3426	6300	....	....	....	....	....
TW-1	2900 to 2913	5050	510	950	3950	3950	3950
TW-2, 3	2932 to 2952	4050	400	750	3150	3150	3150
TW-4, 6	2926 to 2931 and 2957	3850	350	700	3000	3000	3000
TW-8	2914 to 2923	5650	600	1050	4450	4450	....
A-3	3029	3800	....	....	....	....	....
A-3	3025, 3036, 3052 and 3057	3800	....	....	....	....	....
A-6	3000 to 3003	4750	....	....	....	....	....
Mk-2, 4	3201 to 3240	7650	....	....	....	....	....
Mk-5, 6	3241 to 3277	8400	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	9200	....	....	....	....	....
Mk-10	3295	7100	....	....	....	....	....
Mk-11	3297 and 3298	6800	....	....	....	....	....
F-1	3600 to 3652	9650	....	....	....	....	....
F-3	3653 to 3667	11000	....	....	....	....	....
F-4, 5	3668 to 3769	11000	....	....	....	....	....
AM-2	3900 to 3911	10900	....	....	....	....	....
MM-3	3930 and 3931	12700	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	13300	....	....	....	....	....
AC-4, 5	4100 to 4125	17300	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	18500	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	8950	....	....	....	....	....
Mt-2	4385 to 4390	9750	....	....	....	....	....
GS-1, 2	4400 to 4415	9550	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	9900	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	12950	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms.	6	3	3			
	45 Ms to 55 Ms.	3	3	3			
	More than 55 Ms.	0	0	0			

(A) Eng 2371 not permitted to operate on these branches.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 7 (B). Yardmen must use green flag by day and green light by night in giving proceed signals for movement of trains at Gerber.

RULE 14 (d). As specified below, — — — — o, will be indication that flagman may return from west as prescribed by Rule 99.
Tehama on Davis line.

RULE 14 (e). As specified below, — — — — — — — will be indication that flagman may return from east as prescribed by Rule 99.
Davis on Gerber line.
Woodland on Knights Landing Branch.
Harrington on Colusa Branch.

RULE 82 (A). Crews arriving Tehama on Nos. 202, 494, 496 and 498, also sections of those schedules holding proper train-order authority, may assume corresponding schedule or section at Tehama without clearance.

RULE 83 (A). At the following stations, only the trains indicated will register:
Harrington, Willows—Trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:
Davis—All trains to or from West Valley Subdivision.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

MP West			MP East
74.20	Davis	(Dixon line)	77.37
	"	(Tehama line)	77.39
83.66	Woodland		85.82
	"	(Knight's Ldg. Br.)	88.08
147.96	Willows		150.84
	"	(Fruto Br.)	151.82
164.48	Orland		167.72
177.62	"	(Colusa Br.)	.....
211.92	Gerber		216.08

Yard limit boards located to left of track:
Eastward approaching Gerber.

Gerber. Westward freight trains and light engines must not pass east switch of yard track No. 1 unless proceed signal received from yardman.

Eastward trains except first-class must not pass crossover just west of Signal 2136 unless proceed signal received from yardman.

RULE 98. Railroad crossings at grade and drawbridges not interlocked:

Drawbridge 94.14, Knights Landing Br. Over Sacramento River—Stop within 200 feet of drawbridge.

RULE 103 (A). Trains and engines must stop and be preceded by flagman before crossing highway at:
Woodland, Main St. crossing on house track.

RULE 104. The normal position of rigid switches at junctions:

Woodland	Knights Landing Br., for movement from siding through crossover to Tehama line.
Harrington	Colusa Br., for siding.
Willows	Fruto Br., for Gerber line.
Wyo	Colusa Br., for Tehama line.
Marchant	Karnak line, for Knights Landing Br.

RULE 105.
Wyo—Second track of the two tracks paralleling main track, is siding.

Gerber siding extends from just east of junction switch at Tehama to 550 feet west of crossover leading to yard tracks.

RULE 221. All trains must obtain clearance before leaving Grimes.

RULE 505. AUTOMATIC BLOCK SYSTEM

Gerber. Yellow aspect in diverging route unit on Signal 2134 governs movement through crossover 1300 feet beyond signal.

RULE 510. The following block signals, equipped with triangular number plate displaying the letter "P", have included in their control limits some special protective device.

Eastward		Westward
P-1178	High water detector, bridge 118.88	P-1201
P-1354	High water detector, bridge 137.44	P-1381
P-1756	High water detector, bridge 176.21	P-1781

RULE 516. Overlap posts:
Westward Trains: Wyo—1000 feet west of east switch of siding.

RULE 535. SPRING SWITCHES
Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while trailing through them:

Location	Normal Position
Gerber....East end siding	Main track

Spring switch east end siding Gerber equipped with electric switch lamp. If green light is not displayed, trains must stop and examine switch and it must be known that it is safe for passage of train before passing over it; and when trailing movement is to be made from siding, switch must be hand-thrown before and after the movement is made.

Spring switches not equipped with facing point locks are located on various roundhouse leads at Gerber.

RULE 605. INTERLOCKING

Davis. Within Davis interlocking limits trains may occupy main track without rear end protection, except that flagman must take position not less than thirty feet behind a train carrying passengers. Signal operator must not authorize a train to pass an interlocking signal displaying stop indication until he has assured himself that conductor and engineer of all trains involved are fully acquainted with intended move so that proper protection will be provided.

Woodland. SNRy crossing.
Whistle signals:
Siding through crossover to or from Tehama line — o o o o.
House track to or from Tehama line — — — o.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Towerman not on duty Sunday and holidays, nor between 5:00 p.m. and 8:00 a.m. on other days. Signals on SNRy will be placed at "stop" position and signals on SP will be in "clear" position for eastward and westward movements.

Tehama-Gerber—Interlocking limits on main track extend from signal 398 feet west of Tehama junction switch on Davis line and signal 293 feet west of Tehama junction switch on Roseville line to signal 48 feet west of west switch No. 1 track Gerber yard. Interlocking limits on siding extend from west switch to dwarf semi-automatic signal 295 feet east of west switch Gerber siding.

Top unit of signal on Roseville line 293 feet west of Tehama junction switch governs movement on main track. Lower unit governs movement to Gerber siding.

Top unit of semi-automatic signal at west end siding Gerber governs movement to Davis line; lower unit governs movement to Roseville line.

East switch of crossover between main track and Gerber siding is equipped with an electric lock. Permission to move from siding to main track through this crossover must be obtained from the operator. The electric lock must first be operated in accordance with instructions posted inside of the lock box door, after which manually line the east switch and then line the west switch.

Trains using crossover from main track to siding must first manually line west crossover switch, then open and operate electric lock, after which manually line the switch.

Trains authorized to enter Gerber siding through crossover must have engine east of interlocking signal before electric lock can be operated.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows:
M	7 ft. mast	East end siding Gerber	Enter main track and proceed to crossover just west of Signal 2136 to enter yard.
M	2134	Gerber	If passenger train—proceed to train-order office. If freight train, proceed to crossover to enter yard.

These indicators do not apply to trains entering yard at west switch No. 1 track.

If "M" is not illuminated train must stop and call operator for instructions.

GENERAL REGULATIONS

RULE 827. TRAIN INSPECTION

Freight trains may make continuous run of not more than fifty miles without a stop for inspection except when conditions are favorable, freight trains may make continuous run between Gerber and Harrington without making additional stop for inspection, if in the judgment of conductor and engineer it is safe to do so, but must make inspection if stopped for other reasons.

RULE 862. Trainmen arriving Gerber on first-class trains and extra passenger trains will remain on duty and protect their train until outgoing brakemen have inspected train and assumed their proper positions, at which time incoming brakemen will be relieved. If train is to be delayed beyond schedule time, outgoing conductor will have his rear brakeman relieve flagman of incoming crew as soon as inspection has been completed.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 22. Gerber. Trainmen must not couple air hose on outgoing trains until train is made up and engine and caboose on train.

PASSENGER TRAINS

RULE 37. Gerber. Trainmen must not couple steam and air hose on outgoing trains until train is made up.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
165.4	Orland	Water Tank Spout......Overhead and Side
145.9	Princeton	Water Spout......Side

MISCELLANEOUS

1. Take water only in emergency at: Woodland, Robbins.

Engines may take oil and water without cutting off from train at any point.

After taking water at water columns at Willows and Gerber, spout must be left cleared, and spout of eastward column pointing east, and spout of westward column pointing west.

10. ENGINES LISTED MUST NOT OPERATE ON TRACKS SHOWN BELOW:

Class of Engine		RESTRICTED TRACKS
F, AC, Mk, Mt, GS	Merritt	Ellison spur.
"	Woodland	Swanston spur.
"	Dunnigan	Standard Oil spur.
"	Riz	Warehouse spur.
"	Willows	Union Oil spur; Union Ice spur.
"	Orland	Standard Oil spur; Union Oil spur.
"	Corning	Heinz spur.
AC-4-5-6-7-8-10-11-12	Tehama	House track.
All engines	Sugarfield	Must not operate on track 5 beyond 50 feet west of west end of beet dump pit.
"	**Wyo**	Stoney Creek gravel pit—Engines must not go beyond gravel bin more than three car lengths. Any class engine may use either leg of wye at Wyo and on Colusa Branch between Wyo and east switch Cory.
"	**Tehama**	Spur east of Slough bridge at 5th St. —Engines must not go beyond 250 feet from fouling point.

Underground gasoline tanks installed opposite house track at a point 300 feet west of station Colusa. Engines must not be stopped in front of unloading spot when oil or gasoline cars are being unloaded.

Load limit (car and contents):

Davis-Gerber	240,000 pounds
Willows-Fruto	136,000 pounds
Woodland-Grace	210,000 pounds
Harrington-Wyo via Colusa	210,000 pounds
Marchant-Karnak	210,000 pounds
Grace-Josephine	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK.

For Eastward Trains			For Westward Trains		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
81.05	81.8	82.2	212.65	186.5	185.9
84.25	85.0	85.1	183.11	182.01	182.01
84.86	85.61	86.02	179.65	178.9	178.0
148.75	149.5	150.0	167.67	166.79	166.79
150.25	150.0	154.0	166.3	165.5	165.5
164.75	165.5	165.5	154.75	154.0	150.0
165.99	166.79	166.79	150.75	150.0	149.5
177.25	178.00	178.9	86.77	86.02	85.61
181.15	182.01	182.01	85.89	85.1	85.0
184.85	185.9	186.25	82.95	82.2	81.8
			77.44	76.69	75.6

SPEED RESTRICTIONS: **Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.**

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
	PASSENGER							*FREIGHT AND MIXED							
	DEP P-7-8-10-12 A Mt GS	DEF E P-1-3-4-5-6-11	T-26-32-37-40 AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB) SP B (if CCB)	AM B (if not CCB)	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3	C-15-17-32 Mk-10-11 MM	With no Restricted Cars (see note)	With Restricted Cars (see note)	DEP DEF E P A Mt GS	DES 1 to 7 DES 100 to 107 T-26-32-37-40 Mk-5-6-7-8-9 F (if CCB) AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 F (if not CCB) SP B	DES-200 C-15-17-32 TW Mk-2-4-10-11 AC-1-2-3 AM MM	DES DEP DEF E T P C TW A Mk F Mt GS SP B	M AC AM MM
COLUMN:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Between Davis and Gerber, except	70	65	60	50	45	40	35	50	40	45	40	35	30	30	25
Davis passenger station-MP 76.69	40	40	40	40	40	40	35	30	30	30	30	30	30	20	20
MP 81.80-MP 82.20 (curve)	40	40	40	40	40	40	35	40	40	40	40	35	30	30	25
MP 85.00-MP 85.10 (over Main and Court Sts., Woodland)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
MP 85.61-MP 86.02 (curve)	60	60	60	50	45	40	35	45	40	45	40	35	30	30	25
MP 149.50-MP 150.00 (Willows)	40	40	40	40	40	40	35	40	40	40	40	35	30	30	25
MP 150.00-MP 154.00	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25
Orland, over Walker St.	35	35	35	35	35	35	35	25	25	25	25	25	25	25	25
MP 178.00-MP 178.90 (Corning)	40	40	40	40	40	40	35	40	40	40	40	35	30	30	25
Across Thomes Creek bridge 182.01	50	50	50	50	45	40	35	40	40	40	40	35	30	30	25
MP 185.90-MP 186.25 (curve)	35	35	35	35	35	35	35	35	35	35	35	35	30	30	25
MP 213.00-MP 213.80 (Gerber)	35	35	35	35	35	35	35	35	35	35	35	35	30	30	25

***Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.**

(Note) RESTRICTED CARS: Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars; and cars with arch-bar trucks.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING WITH TRAIN OR LIGHT
Between Willows and Fruto, except	15	15	15	15
MP 155.80-Fruto	12	12	12	12
Between Harrington and Wyo via Colusa	25	25	25	20
Between Woodland and Josephine, except	25	25	25	20
Grace-Josephine	20	20	20	15
Between Marchant and Karnak	20	20	20	15

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side tracks, crossovers, turnouts and slip-switches except:	15
On Swanston Feed Yard spur Woodland	10
On gravel pit tracks—Cory	10
Through any siding, crossover, turnout, or slip-switch with engine backing except	10
F-class engines backing through any switch	6

WEST VALLEY SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Davis and Gerber	Woodland and Josephine Marchant and Karnak	Willows and Fruto	Harrington and Wyo via Colusa
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1950	....	....	....
DES-100 to 107	1300 to 1395	3100	....	....	....
E-23	1500 and 1502	2600	2600	2600	2600
M-4	1617 to 1713	3400	3400	3400	3400
M-6, 8	1721 to 1803, 1823 to 1825	4150	4150	....	4150
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	4400	4400	....	4400
M-11	1832 to 1835	4400	4400	....	4400
T-1	2242 to 2271	3100	3100	3100	3100
T-8, 9	2161, 2174 and 2178	2100	2100	2100	2100
T-23	2301 to 2310	4400	4400	....	4400
T-26	2283 to 2299	3900	3900	....	3900
T-28, 31	2311 to 2362	4800	4800	....	4800
T-32, 40	2363 to 2384	5050	5050(A)	....	....
T-36	2103	3150	3150	3150	3150
T-37	2105 and 2106	4250	4250	....	4250
T-57, 58	2385 and 2386	3850	3850	....	3850
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	3800	....	....	....
P-1	2400, 2403 to 2407 and 2415	3800	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	4150	....	....	....
P-6	2453, 2454 and 2458	4750	....	....	....
P-7	2476 and 2477	5050	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	5250	....	....	....
P-8, 10	2475, 2484 to 2491	5250	....	....	....
P-11	3100 to 3109	4100	....	....	....
P-12	3120 to 3129	5350	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	5200	5200	....	....
C-15, 32	2500, 2505 to 2507	3300	3300	....	3300
C-17	2510 and 2511	4050	4050	....	4050
C-18	3400 to 3409	4750	....	....	....
C-19	3410 to 3426	4950	....	....	....
TW-1	2900 to 2913	3950	3950	....	3950
TW-2, 3	2932 to 2952	3150	3150	....	3150
TW-4, 6	2926 to 2931 and 2957	3000	3000	....	3000
TW-8	2914 to 2923	4450	4450	....	....
A-3	3029	2950	2950	....	....
A-3	3025, 3036, 3052 and 3057	2950	2950	....	....
A-6	3000 to 3003	3700	3700	....	....
Mk-2, 4	3201 to 3240	5950	....	....	....
Mk-5, 6	3241 to 3277	6600	....	....	....
Mk-7, 8, 9	3300 to 3324	7200	....	....	....
Mk-10	3295	5550	....	....	....
Mk-11	3297 and 3298	5300	....	....	....
F-1	3600 to 3652	7550	....	....	....
F-3	3653 to 3667	8600	....	....	....
F-4, 5	3668 to 3769	8600	....	....	....
AM-2	3900 to 3911	8500	....	....	....
MM-3	3930 and 3931	10050	....	....	....
AC-1, 2, 3	4000 to 4048	10400	....	....	....
AC-4, 5	4100 to 4125	13550	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	14500	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	6950	....	....	....
Mt-2	4385 to 4390	7600	....	....	....
GS-1, 2	4400 to 4415	7450	....	....	....
GS-3, 4, 5, 6	4416 to 4469	7700	....	....	....
SP-1, 2, 3	5000 to 5048	10150	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms.	6			
	45 Ms to 55 Ms.	3			
	More than 55 Ms.	0			

(A) Eng. 2371 not permitted to operate on these branches.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

MILEAGE

Main Lines

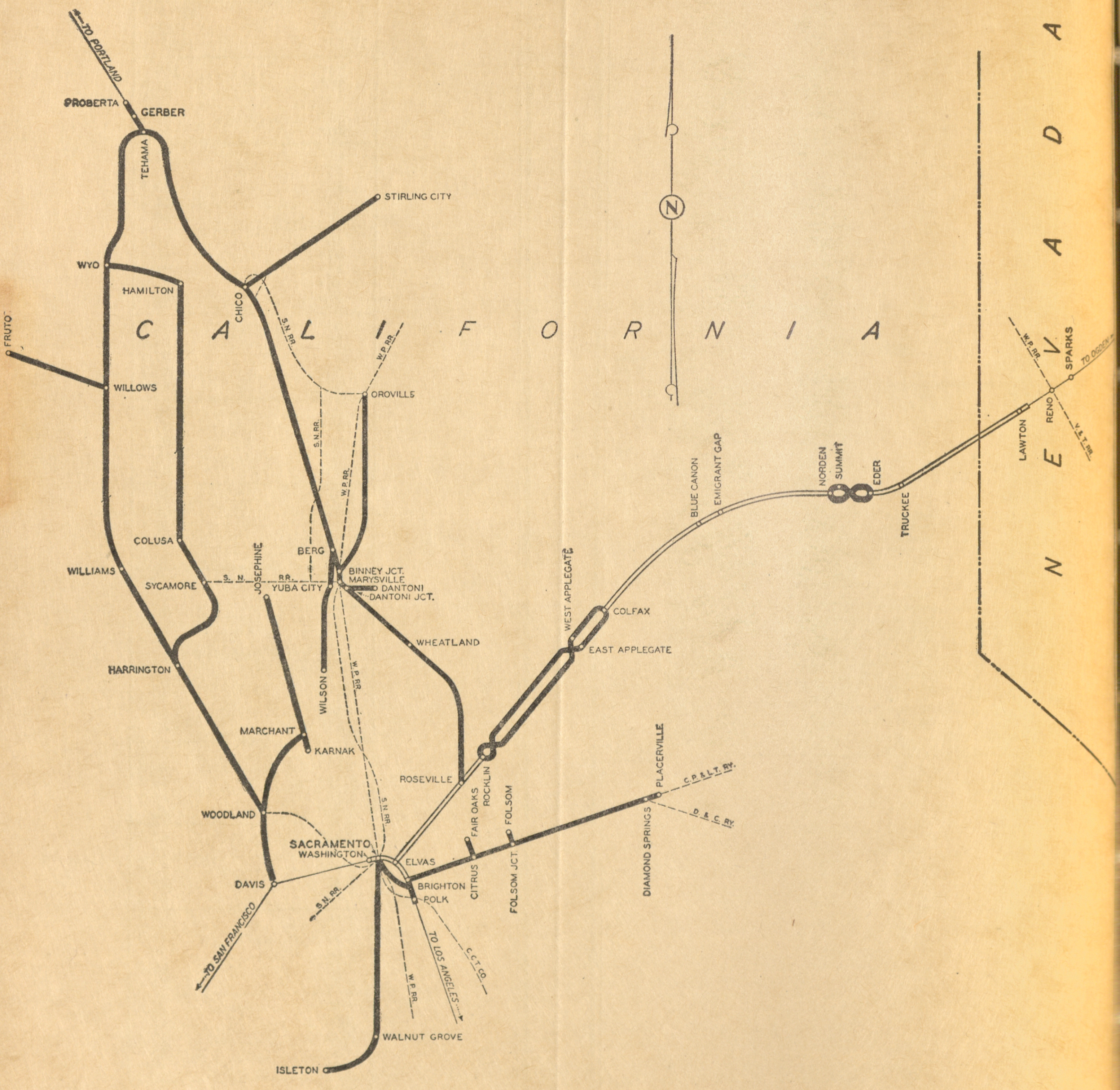
		First Track	Second Track
End Western Division to Sacramento	S. P. R. R.	.862	.862
Sacramento to Lawton	C. P. Ry.	147.754	149.291
At Elvas (West Wye)	C. P. Ry.	.308	.314
Polk to Elvas	C. P. Ry.	4.629	2.997
Davis to Tehama	S. P. R. R.	109.707	
Roseville (East Wye)	C. P. Ry.	.274	
Roseville (West Wye)	C. P. Ry.		.266
Roseville to Proberta	C. P. Ry.	109.231	
TOTAL MAIN LINES		372.765	153.730

Branches

Colusa	S. P. R. R.	Harrington to Wyo	71.655	
Dantoni	C. P. Ry.	Dantoni Jct. to Dantoni	4.464	
Fair Oaks	S. P. R. R.	Citrus to Fair Oaks	2.113	
Folsom	S. P. R. R.	Folsom Jct. to Folsom	.995	
Fruto	S. P. R. R.	Willows to Fruto	17.204	
Knights Landing	S. P. R. R.	Woodland to west of Cunard	9.713	
	S. P. Co.	West of Cunard to Josephine	22.155	
Oroville	C. P. Ry.	Binney Jct. Init. Sw. to beg. S. P. R. R. Tr.	.044	
	S. P. R. R.	Beginning S. P. R. R. Track to Oroville	25.267	
Placerville	C. P. Ry.	Brighton to beginning S. P. R. R. Track	.070	
	S. P. R. R.	Beginning S. P. R. R. Track to Placerville.	54.920	
"R" Street	C. P. Ry.	At Brighton (Link Track)	.323	
	S. P. R. R.	Brighton to "Q" St., Sacramento	4.941	
Stirling City	C. P. Ry.	Chico to Stirling City	31.181	
Karnak	S. P. Co.	Marchant to Karnak	2.749	
Walnut Grove	C. P. Ry.	Sacramento to Front & "K" St.	.292	
	S. P. R. R.	"K" Street to "N" Street	.245	
	C. P. Ry.	"N" Street to Isleton	32.937	
Yuba City	S. P. R. R.	Berg to Wilson	14.683	
TOTAL BRANCH LINE			295.951	
TOTAL SACRAMENTO DIVISION				822.446

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6


TO PORTLAND
ROBERTA
GERBER
TEHAMA
STIRLING CITY
WYO
HAMILTON
CHICO
FRUTO
C A L I F O R N I A
S.N.RR.
W.P.RR.
WILLOWS
OROVILLE
S.N.RR.
S.N.RR.
W.P.RR.
COLUSA
BERG
JOSEPHINE
WILLIAMS
BINNEY JCT.
MARYSVILLE
SYCAMORE
S. N. RR.
YUBA CITY
DANTONI
DANTONI JCT.
WHEATLAND
HARRINGTON
WILSON
W.P.RR.
MARCHANT
KARNAK
ROSEVILLE
WOODLAND
S.N.RR.
SACRAMENTO
WASHINGTON
ELVAS
DAVIS
S.N.RR.
BRIGHTON
POLK
TO SAN FRANCISCO
TO LOS ANGELES
C.C.T.CO.
W.P.RR.
WALNUT GROVE
ISLETON
ROCKLIN
FAIR OAKS
CITRUS
FOLSOM
FOLSOM JCT.
DIAMOND SPRINGS
PLACERVILLE
C.P.&L.T. RY.
D.&C. RY.
WEST APPLEGATE
EAST APPLEGATE
COLFAX
BLUE CANON
EMIGRANT GAP
NORDEN
SUMMIT
EDER
TRUCKEE
N
LAWTON
RENO
SPARKS
W.P.RR.
V.&T. RR.
TO OGDEN
N E V A D A

SACRAMENTO DIVISION